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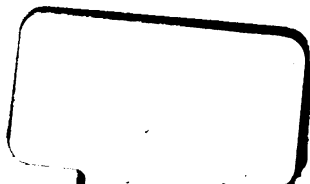
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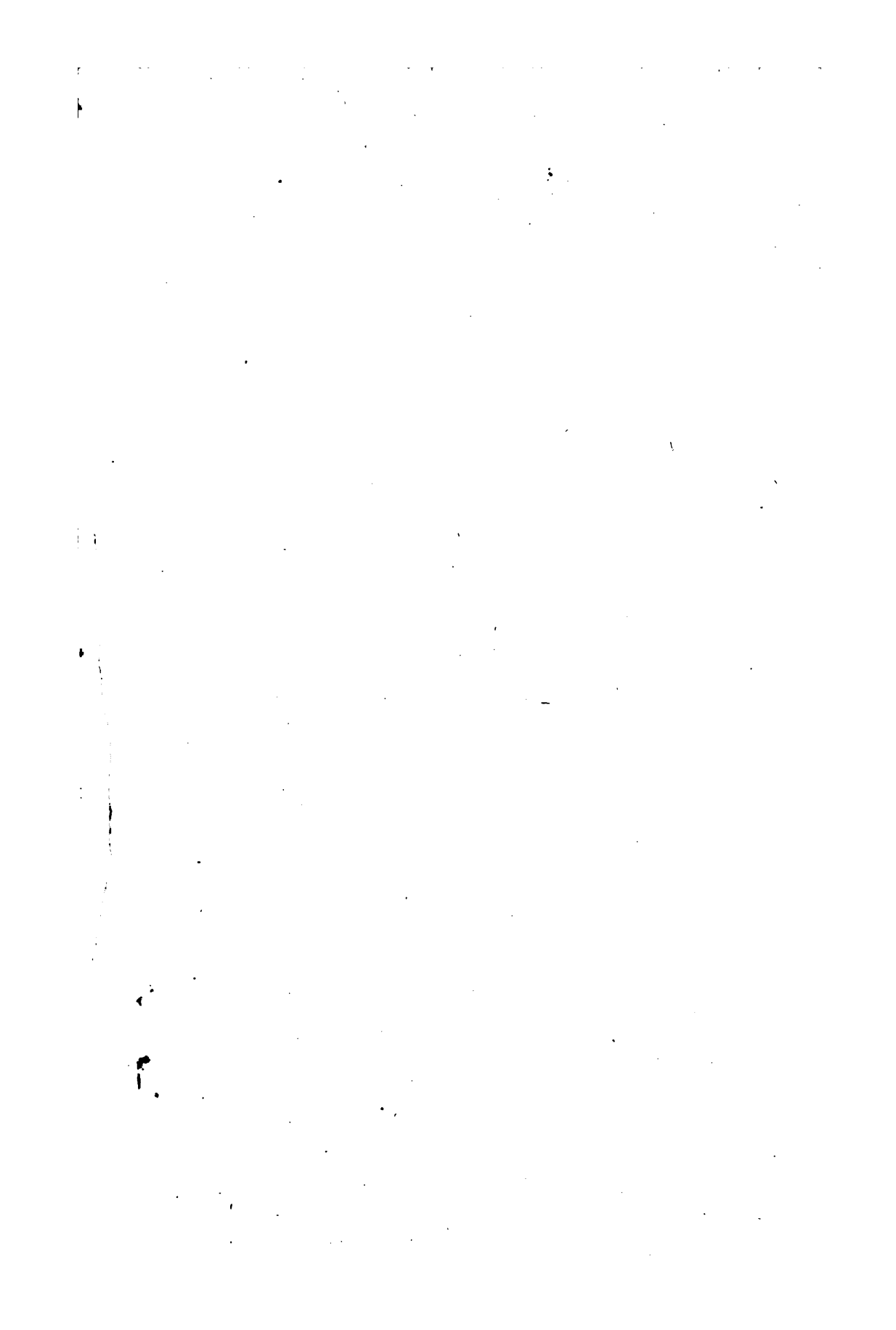


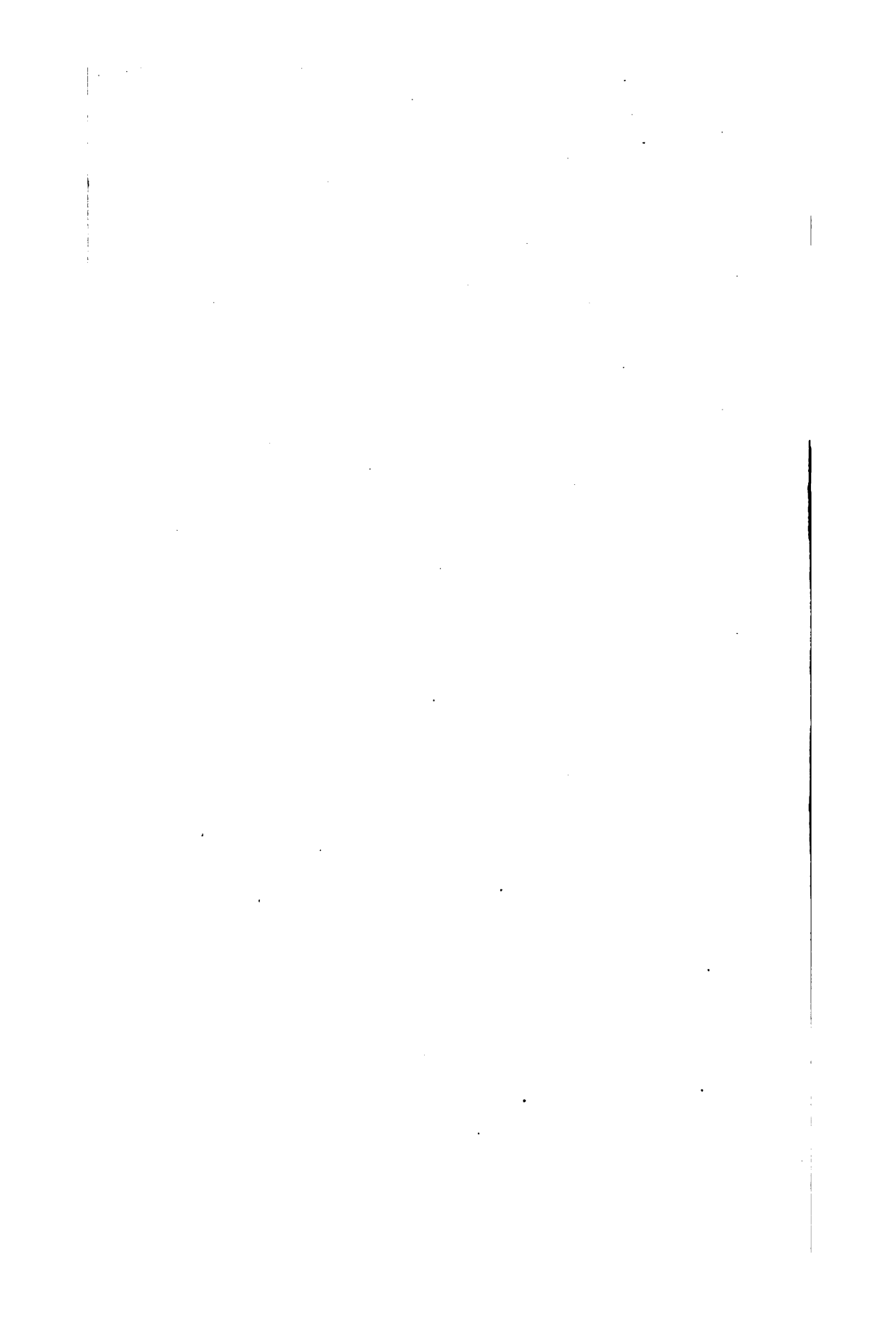


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James P. Smith, Sec.
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1879

Joseph H. Smith





SIXTH
ANNUAL REPORT
OF THE
RAILROAD COMMISSIONER
OF THE
STATE OF WISCONSIN.

1879.



MADISON, WIS.:
DAVID ATWOOD, STATE PRINTER.
1880.

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ANNUAL REPORT.

STATE OF WISCONSIN,
OFFICE OF RAILROAD COMMISSIONER,
MADISON, *January 5, 1880.*

To the Honorable WILLIAM E. SMITH, Governor:

SIR: The sixth annual report of the Railroad Commissioner, is herewith submitted for your consideration.

The tabulations from the reports of railroad companies to this office, are for the year ending September 30, 1879. Other matters embraced in the report are brought down to the commencement of the present year.

The form of blank sent to the different railroad corporations to be used in making returns to this office is, in its general features, as was agreed upon at a convention of railroad commissioners held at Saratoga Springs, June 10, 1879; although I have, for the purpose of securing greater information, added to the form prepared in this office, a number of interrogatories not embraced in the form agreed upon at the commissioners' convention. This privilege, it was agreed, should be left to each commissioner, according to the circumstances and the laws affecting their duties in the different states.

I have been much gratified at the promptness and the completeness with which the most of the railroad companies have made their reports to this office. In a few cases, however, the reports were quite incomplete, and some were received at so late a day that there was not the necessary time in which they could be returned, and the lacking information supplied. It was the aim of the commissioner to ask for nothing from any railroad company that was not valuable and necessary, not only to the public, but the stockholder and creditor as well; information which must be necessary for

b— R. R. COM.

The Cost of Roads.

each company to be possessed of in order to have even a fair knowledge of its own business. While many excuses can be made for new companies but recently organized, which are still engaged in the construction of their roads, for the incompleteness of their first returns, it is but reasonable to suppose that no excuses will be necessary in that particular in the future.

THE COST OF ROADS.

One of the duties devolving upon the commissioner, is that of ascertaining "the actual cost of each railroad in this state." In my last report I referred to the obstacles in the way of discharging that duty. The amount of money that has been invested in the railroad properties of this state, has not been ascertained, and, in my judgment, is not ascertainable. The records of one of the principal roads were destroyed by the Chicago fire. Some of the other lines have been formed by purchase, at various times, of roads at foreclosure sale, and the present owners of them have no knowledge of their "actual cost." The methods employed in the construction of some roads, especially in the early history of the state, where bonds and stock were paid to contractors at such rates as could be mutually agreed upon, without much reference to their cash value; or were hypothecated for loans; or were employed in payment of dividends or interest; or were used in a multitude of other forms, some of them very questionable, not entering into the actual construction of the roads, and now appear against the companies as "debt," make it wholly impossible for the commissioner or the companies themselves to give the "actual cost" of the railroads of Wisconsin, and that desirable information must forever remain ingulfed in a profound mystery. Perhaps something like a close approximation of what it would cost to reproduce the roads at this time might be given by the companies, and, in my opinion, such an estimate would be more valuable than the reports of costs of roads, as they are now made and given to the public. They would certainly be much less deceptive. To correct, as far as possible, the erroneous idea of the cost of railroads, which so largely prevails, I have adopted the plan of calling for a detailed report

Capital Stock — Stock and Debt.

from each company constructing a new piece of road, of its actual cost, and have given the information thus obtained in the appropriate place in this report.

The cost of roads and equipments as reported to this office, is very nearly a combination of the amounts of outstanding bonds and of the stock issued by the companies, and amounts to \$202,405,095.52, while the stock and bonds, added to a small unfunded indebtedness, amount to \$205,185,806.88. The "cost" is at the rate of \$44,718.83 per mile of standard gauge roads, and \$5,576.87 per mile of narrow gauge roads. Some of the latter roads are, however, in an unfinished state, and are somewhat deficient in equipment. No reports of the cost of the Dubuque, Platteville & Milwaukee (running from Calamine to Platteville); of the Milwaukee & Northern, or of the Oshkosh & Mississippi River road were received, as all of these lines, embracing 157.70 miles of road, are operated by other companies who have no knowledge of the cost of them.

CAPITAL STOCK.

The capital stock investment in the roads represented in this state, exclusive of the Dubuque, Platteville & Milwaukee, and Milwaukee & Northern, which have been practically wiped out by foreclosure proceedings, is returned at \$102,122,246.88, equaling \$21,832.23 per mile of standard gauge roads and \$3,611.93 per mile for narrow gauge roads, or \$22,070.00 per mile for both classes of roads combined.

DEBT.

The debt account of the roads amounts to \$103,063,560, which is almost wholly represented by bonds. The debt per mile of road is \$22,114.29 for standard gauge roads, and \$2,100 for narrow gauge roads, equaling \$21,629.15 per mile for both classes of roads. Some bonds, however, have been issued for roads in process of construction and its apportionment on road actually constructed makes the per mile average appear a little in excess of the true amount, as it will appear when the roads are fully completed.

STOCK AND DEBT.

The total amount of stock and debt of all the railroad corpora-

Interest Account, etc.—Dividends and Rentals.

tions included in the returns embraced in this report is \$205,185,-806.88. Of this amount, \$204,526,129.38 is for standard gauge roads, being \$43,980 per mile, and \$659,677.50 for narrow gauge roads, being \$5,711.47 per mile—an average of \$43,060.78 per mile of road of both classes combined. The stock of roads is apportioned upon 4,627.33 miles of road, while the bonds are apportioned upon 4,765.03 miles of road. In combining stock and debt, and ascertaining the per mile average, the computation was made upon 4,765.03 miles of road, but it is to be borne in mind that the stock for 137.70 miles of road is not reported.

INTEREST ACCOUNT, ETC.

The actual amount of interest that accrued on the funded debt of the companies was \$6,490,965.83, of which amount \$5,240,416.57 was paid. A small portion of the balance remained in the hands of the treasurers uncalled for. To have paid the interest and a dividend of seven per cent. on stock would have required earnings of \$13,639,523.11 over operating expenses and taxes. The companies paid dividends of \$3,289,373.10. The rental liabilities of the companies amounted to \$1,481,367.43, of which \$1,450,930.02 was paid, the balance not having fully matured.

A recapitulation of earnings and disbursements gives the following results:

Earnings.....		\$26,965,436 07
Operating expenses.....	\$14,274,429 17	
Interest paid.....	5,256,290 91	
Dividends paid.....	3,289,373 10	
Rentals paid.....	1,450,930 02	
		<u>24,271,023 20</u>
Surplus.....		<u><u>2,694,412 87</u></u>

DIVIDENDS AND RENTALS.

In addition to the interest, the Chicago, Milwaukee & St. Paul paid a dividend of seven per cent. on its preferred stock; the Chicago & Northwestern, dividends of \$1,883,210 on its preferred stock, and \$599,300 on its common stock, and it is presumed that the Prairie du Chien & McGregor (bridge line) divided its surplus

Interest Paid.

of \$25,318.98 among the holders of the \$100,000 stock of the company.

The Wisconsin Central also paid \$145,010.61 as rentals; the Chicago & Northwestern, \$1,277,330.57 as rentals; \$83,120 on sinking fund account, and \$946,319.82 "deficit in account of roads controlled." The Chicago, St. Paul & Minneapolis paid \$38,744.94 as rentals and the Green Bay & Minnesota, \$20,266.31 as rentals. The Hudson & River Falls received \$19,888.45 from the St. Paul, Stillwater & Taylor's Falls Company (a Minnesota corporation) as rentals for its road for the period of eleven months, ending September 30.

INTEREST PAID.

The following companies paid the interest on their funded debt as it fell due, viz:

COMPANY.	INTEREST.
Chicago, Milwaukee & St. Paul	\$2,285,931 86
Chicago & Northwestern	2,257,904 07
Chicago, St. Paul & Minneapolis	305,102 84
Chippewa Falls & Western	10,872 56
Hudson & River Falls	9,166 63
Milwaukee, Lake Shore & Western	65,737 43
Mineral Point	32,000 00
Northwestern Union	235,496 08
North Wisconsin	4,725 00
Wisconsin Valley (in part)	31,780 00
Fond du Lac, Amboy & Peoria	1,111 10
Pine River Valley & Stevens Point	1,090 00
Total	\$5,240,416 57

A small portion of the amounts given above has not actually been paid, the coupons not having been presented for that purpose, but the funds are in the hands of the treasurers to meet all obligations of that character.

Interest Paid.

The following companies report no dividends on stock, and no interest paid on bonds, but show an excess of earnings over operating expenses to the amounts stated, viz:

COMPANY.	Excess of Earnings over Expe's
Green Bay and Minnesota.....	124,444 45
Sheboygan and Fond du Lac.....	2,250 01
Western Union.....	234,716 37
Wisconsin Central (less rental, paid \$145,010.61.)	812,221 95

The Western Union has passed under the control of the Chicago, Milwaukee & St. Paul, and is now known as the Southwestern Division of that road, and first mortgage bonds have been issued in lieu of those originally issued. The Green Bay & Minnesota is operated by a receiver. The Sheboygan & Fond du Lac has practically become a proprietary line of the Chicago & Northwestern. The Prairie du Chien & McGregor and Galena & Wisconsin, have no interest account.

The Wisconsin Central Railroad on January 4, 1879, was taken possession of by Messrs John A. Stewart and Edwin H. Abbot, the trustees of its mortgage, and has since been operated by the trustees for the benefit of the bond holders. The company, at its annual meeting in May 29, 1879, voted to submit to the trustees a plan for the re-organization of the property which is a new idea in railroad re-organization, and combines very perfectly the opposing equities of bonds and stock in a manner which does full justice to each. The president transmitted it to the trustees with the following letter:

WISCONSIN CENTRAL RAILROAD COMPANY,
MILWAUKEE, May 29, 1879.

To Messrs. John A. Stewart and Edwin H. Abbot, Trustees under the First Mortgage of the Wisconsin Central Railway Company:

GENTLEMEN. — The stockholders of the Wisconsin Central Railway Company have instructed me, by vote to-day at their annual meeting, to ask you, as representing the stockholders, to lay before them in such manner as you deem proper, the following plan for the reorganization and future management of our railroad and land-grant:

Interest Paid.

The shrinkages in value of all railroad property, and the other causes which have so depreciated our bonds and deprived of our stocks all present pecuniary value, make it imperative for the bondholders to avoid the sacrifice of any valuable legal rights and privileges which may inure to this present corporation only, and would be destroyed by a foreclosure sale.

Our land-grant act, and the charters of the several companies which were consolidated into the Wisconsin Central Railroad Company, vest in that corporation rights which are believed to be of great value, especially in reference to the exemption of its lands from taxation until the cost of its railroad is fully paid. I am advised that, unless the fee of its lands remains in the name of this company, to which the original patents were issued, those rights will be lost, and that a foreclosure sale which would transfer that fee to a new company, not named in these patents, would be fatal to the exemption which is now believed to protect the land-grant against taxation in the possession of one company.

This question of exemption from taxes involves a liability which is estimated at not less than \$50,000 per annum; and this liability, whenever the Wisconsin Central Railroad company receives patents for its remaining lands, will probably be largely increased. There is no hope of further exemption from taxation by the legislature of Wisconsin. The present exemption act is limited by its terms to the present year. The future value of the lands to the present bondholders depends, substantially, on the preservation for their benefit of these legal rights. It is true that their validity is yet to be finally established by the courts, but the contingency is too valuable to be thrown away, unless the sacrifice is unavoidable.

In view of these facts, and after consultation with the holders of large amounts of bonds, and in compliance with their request, the directors have recommended to the stockholders, and the stockholders have ratified the following plan of reorganization. This plan is believed to preserve these rights to the bondholders, and to give them at the same time complete control over the property and its future management. It also avoids those losses and that depreciation which usually result from foreclosure, and which are often so unnecessary.

The fixed payments which are absolutely promised, are graduated on the basis of net earnings; and are believed to fall within the assured income of the property. The contingent payments depend on its developments and its increased productiveness in the future.

The plan is intended and is believed to cover the following points:

1. To give the bondholders, through a board of directors chosen by themselves the substantial possession and complete legal control of all the property, until their debt is paid out of its proceeds and earnings.

2. Not to allow the stockholders to receive anything out of the property

Interest Paid.

until the entire mortgage indebtedness on January 1, 1879, is rendered secure, and is, in its new form, receiving regularly an average interest of 6 per cent.

3. To retire the land income notes, substituting for them bonds which draw a lower rate of interest; and thus to effect a saving for the present bondholders of more than \$19,000 per annum, and to restore thereafter all proceeds of future land sales to the sinking fund for the redemption of the bonds.

4. To put all holders of overdue coupon bonds upon an equal footing with those who joined in the funding scheme of July 1, 1875.

5. To save for the benefit of the property, and primarily for the bondholders, all the legal rights of the present company, especially those relating to taxation which cannot be acquired by or transferred to any new corporation.

6. To give 40 per cent. of the present bonded indebtedness a fixed and certain income, and a consequent present market value; and to secure to the remaining 60 per cent., all the residue of net income from the property until that net income pays six per cent. on the whole amount of bonded debt as it stood on January 1, 1879.

7. To preserve the present mortgage lien for the bonded debt in its new form, so that no present security will be lost by any bondholder while the exchange is being made.

8. To adjust all outstanding equities among the present bonds, so as to give each shareholder the exact present worth of his security, dollar for dollar, in the new bonds; and to make the adjustment upon the same principle on which these equities would be adjusted in court after foreclosure sale.

I transmit herewith the details and figures which fully explain this plan; and am, very respectfully, your obedient servant,

CHARLES L. COLBY,

President.

Within the next month, a large majority of the bondholders served upon the trustees their written requisition, according to the terms of the mortgage, which requested the trustees to accept this plan, and is as follows:

To Messrs. John A. Stewart, and Edwin H. Abbot, Trustees under the First Mortgage of the Wisconsin Central Railroad Company:

The undersigned, severally and each for himself, declares that he is the owner of the amount of bonds set opposite his name, and hereby accepts the proposed plan of reorganization set forth in the circular of the Wisconsin Central Railroad Company, dated May 29, 1879, and agrees to exchange his said bonds as therein stated, and hereby waives the defaults of said company heretofore made under its first mortgage, and consents that the income bond given you in December, 1874, under the fourth article of the first mortgage,

Interest Paid.

be canceled, and request you to accept delivery of the consolidated indenture of trust and mortgage in said plan referred to, and to act as trustees thereunder, and to do all acts requisite to procure said exchange to be made, and to carry said plan into effect, and to deliver possession of the mortgaged premises, now held by you as trustees under the first mortgage of said company, to said company as soon as a board of directors of said company shall be chosen at a special meeting of said company to be called after the bondholders are able to vote as provided in said indenture, and shall be qualified to receive possession and control of the property.

MILWAUKEE, May 29, 1879.

On October 1, 1879, the trustees formally accepted the new plan, caused the new consolidated mortgage to be recorded, and commenced the exchange of new bonds for old, preserving, however, in full force the old bonds and mortgage for the common protection of parties exchanging until the exchange is completed. The stockholders, as a condition precedent to the adoption of the plan, were required to transfer sufficient stock in the company to the trustees, to enable the bondholders, by voting thereon, to control the property until the bonds shall be paying their maximum interest, and be likely to continue so to do.

The effect of this plan (which is now being carried out) is stated in the formal acceptance thereof, made by Messrs. Stewart and Abbot, on October 1, 1879. It reads as follows:

To the Wisconsin Central Railroad Company:

WHEREAS, The Wisconsin Central Railroad Company is in default in the payment of its interest upon all its bonds, matured on and after the first day of July, A. D. eighteen hundred and seventy-five; and the coupons representing said interest are overdue and unpaid; and

WHEREAS, We, John A. Stewart and Edwin H. Abbot, are the trustees under the first indenture of trust and mortgage of said Wisconsin Central Railroad Company, dated the first day of July, A. D. eighteen hundred and seventy-one, and executed to secure payment of said interest; and, in accordance with the provisions thereof, we did, on or about the fourth day of January, A. D. 1879, enter into and upon and take possession of all and singular the premises thereby conveyed, or intended so to be, and each and every part thereof, and have ever since held and now hold possession of the same, and are using and operating the same under the provisions of our trust deed for the common and equal benefit of all holders of bonds issued under and secured by said trust deed; and

Interest Paid.

WHEREAS, It is provided in said trust deed that said company shall and will pay the interest on its said bonds to the several holders thereof, when and as the same becomes due, and said coupons are expressly set forth in said deed as part of the provisions thereof;

WHEREAS, It is also provided in said trust deed that it shall be within the discretion of the trustees aforesaid, to enforce or waive the rights of the bondholders by reason of any default under any of the provisions in said deed contained to be performed or kept by the said company, subject to the power therein declared of a majority in interest of the holders of the said bonds, to instruct the said trustees to waive such default or to enforce their rights by reason thereof; and,

WHEREAS, Heretofore, on or about the twelfth day of June last past, in the exercise of our said discretion, and also in conformity to an instruction duly given to us as prescribed in said trust deed by said majority in interest of the holders of said bonds, we, as trustees aforesaid, waived all the rights of the holders of said bonds by reason of the several defaults made by said company as to the interest on its said bonds, and on the coupons representing said interest for and during the years one thousand eight hundred and seventy-five, and one thousand eight hundred and seventy-six, and all parts of said years so far as any cause or causes of action at law had or have grown out of said defaults or arisen in favor of any holder of said bonds and said coupons by reason of any of said defaults during said years, and notify said company of said waiver by an instrument copy of which is hereto annexed and marked Exhibit A; and,

WHEREAS, The majority in interest, to wit: about nine-tenths of all the holders of said bonds, have already notified us that by virtue of the powers vested in them by said trust deed, and in conformity with the provisions thereof, they have accepted the plan of re-organization to them proposed by the stockholders of said company on the twenty-ninth day of May, A. D. 1879, copy of which is hereto annexed and marked Exhibit B, and have instructed us to carry said plan into effect; and,

WHEREAS, We are advised by counsel learned in the law, that said plan gives to the bondholder as full and complete substantial control and possession of said present incorporated company, and all its property, corporate powers, franchises and rights as said bondholders could acquire or possess in and by the formation of a new corporation after foreclosure under said trust deed; and also saves the bonded character of their debt and lien upon the trust premises; and also preserves for their use and profit every right, franchise, power, and privilege now vested in said present company, and also protects them against any issue of new bonds or creation of other indebtedness which would impair the priority of said bonds as the first lien upon said trust premises; and also secures substantially the full payment of all said

Interest Paid.

bonded indebtedness before the stockholders in said company shall receive anything out of the trust premises or any portion of the earnings and proceeds thereof; and

WHEREAS, In our opinion, the common and equal advantage of all said bondholders will be promoted by our adoption and execution of said plan of reorganization; and, the trust premises will be hereafter best conserved and most economically managed for the common benefit of said bondholders through the instrumentality of said present incorporated company, reorganized according to said plan and controlled by a committee of the bondholders chosen by themselves as therein provided, rather than through the formation of a new corporation after a sale of the trust premises and the consequent conversion of said bonded indebtedness into stock, and the consequent assumption by said bondholders of all the liabilities of stockholders in such new corporation; and

WHEREAS, In our opinion a sale of the entire trust premises at the present time would realize only a small portion of said bonded indebtedness, and could not be made to include divers lands, property, valuable rights and privileges which ought to be acquired and preserved for the benefit of said bonds; and

WHEREAS, We are also advised that by said plan of reorganization the payment of said bonded indebtedness, in due course of time, is rendered reasonably certain, and that by carrying out said plan, said divers lands, property, valuable rights and privileges may be acquired and preserved for the common benefit of all said bonds and applied to their payment; and

WHEREAS, Any interference by any individual bondholder with the peaceful operation of said re-organized corporation, under the control and direction of said bondholders so as aforesaid chosen, is in violation of the rights of all the other bondholders, and injures our trust premises, and tends to divert to such individual what injustice and equity ought only to be jointly received and enjoyed by all the bondholders in common; and

WHEREAS, We have been and now are advised by counsel learned in the law that said plan of reorganization conforms in all respects to and is fully authorized by the terms and provisions of our said trust deed, and that it is important, in order to carry out said plan and protect the common interest of all said bondholders that our power of waiver and release which is in us vested by our said trust deed, should be again exercised:

Now, therefore, Know ye that we, John A. Stewart and Edwin H. Abbot, as we are trustees as aforesaid, in the exercise of the discretion in us vested under our said deed of trust and mortgage, and by virtue of every other power us thereunto enabling, have this day, in furtherance of said plan of reorganization and in pursuance of the instruction of said majority, set forth

Interest Paid.

in their said requisition, dated the twenty-ninth day of May, A. D. 1879, copy of which is contained in said Exhibit B., hereto annexed, accepted and do hereby accept said plan of reorganization, and have accepted and do hereby accept delivery of said consolidated indenture of trust and mortgage, and have consented and do hereby consent to the due record thereof in the office of the secretary of state of the state of Wisconsin, and have declared and do hereby declare our readiness to carry out said plan according to its terms, and have accepted and do hereby accept the transfer to us of ninety-five thousand shares of stock of said Wisconsin Central Railroad Company (being the major part, and more than four-fifths of all said stock), to be by us held for the use of the bondholders as provided in said plan, whereby they are to possess, manage, use and control the trust, premises, and all the corporate rights, powers, privileges and franchises of said company, by and through their own committee, to wit: directors and officers of and for said company, to be hereafter according to said plan chosen for said company by vote of said bondholders, each bondholder voting upon one share of said stock for each hundred dollars of his bonds;

And further know ye, That we, as we are trustees aforesaid and as aforesaid have waived and do hereby waive all actions at law and causes of actions, at law, arising or arisen, or growing in any manner out of any and every default heretofore made by said Company, and especially in, upon, and as to the payment of interest on its bonds, and every one of them and in, upon, and as to, all the coupons thereupon heretofore matured, and every of them, and have released and hereby do release said Company from every action at law and cause of action at law growing out of any and all defaults heretofore made by said Company, and arising or arisen in favor of any holder or holders of said bonds and said coupons, or any of them, by reason of any such default or defaults heretofore made by said Company: provided, however, that this release and waiver does not extend to, lessen or impair any right or power vested in us as Trustees as aforesaid to protect and enforce the rights of the bondholders and every of them by appropriate legal proceedings whenever by us instituted as trustees for the common and equal advantage of all said holders of bonds, jointly and each or any of said holders individually in proportion to the amount of his equitable interest in the premises.

Witness our hands and seals this first day of October, A. D. eighteen hundred and seventy-nine.

JOHN A. STEWART,
EDWIN H. ABBOT,
Trustees.

In effect, therefore, this skillful device puts the bondholders into possession of the old corporation, with all its franchises and powers,

Interest Paid.

as well as of all the mortgaged property, and saves everything for the benefit of the real owners and avoids the troublesome legal questions which arise as to the succession of rights in a new corporation formed after foreclosure sale; yet, while it secures the bondholders their entire debt, the plan does not destroy the ultimate rights of the stockholders in a property which they have, with praiseworthy energy and immense sacrifices, at last completed through the northern forests.

This plan is to be commended as a model of skill and justice which may well be followed in all railroad re-organizations where the mortgage gives the majority of bonds the control of the bondholders' proceedings after default. It is based upon the English system, but is, in this country, so far as I know, as novel as it is just and effective.

The Wisconsin Valley, which has met its interest account in but part, also proposes to readjust its indebtedness, and the following circular has been issued to the stockholders of the road:

"BOSTON, Oct. 30, 1879. — To secure the business of the country north of our present road, and to further develop that section, it is deemed necessary to extend the Wisconsin Valley R. from Wausau, its present terminus, to Jenny, a distance of $17\frac{1}{2}$ miles. The estimated cost of said extension is \$175,000. To provide the means for building said extension it is proposed to issue under the mortgage of this company, dated Jan. 1, 1879, 7 per cent. first mortgage bonds, dated Jan. 1, 1879, and having 30 years to run, to the extent of \$10,000 per mile, or say \$175,000, and to offer these bonds to stockholders at 90 per cent. of their par value. One hundred and seventy-five thousand dollars in bonds at 90 per cent. will yield, say, \$157,000, leaving to be provided \$17,500. County bonds to the amount of \$55,000, and bearing interest at 8 per cent. per annum, have been voted as aid, and are held in trust to be delivered to this company when the extension is completed. These bonds will be used to provide for the above \$17,500 needed for construction, and also for any additional equipment that may be required. This subscription is now offered to the stockholders of record of Nov. 5, and until Nov. 12, 1879, inclusive. Each holder of 120 shares of preferred and common stock, or either, will be entitled to subscribe for \$1,000 first mortgage 7 per cent. bond at 90 per cent., costing \$900. Stockholders may subscribe for whatever amount they choose, and will be equitably treated in the allotment. Stockholders may dispose of their rights for the purpose of consolidating with

Earnings.

others. The subscriptions will be payable as called for by the treasurer, not exceeding 25 per cent. in any one month. Interest will be adjusted at the rate of 7 per cent. per annum."

EARNINGS.

The aggregate income of all the roads represented in this state, was, for the year, \$26,965,436.07, against \$26,454,831.88 for the preceding year — a gain of \$510,604.19. It is to be borne in mind, however, that in each year, some portions of the roads had been opened to the public but a short time, and earnings from them were very meager, but the necessary data is not at hand for an apportionment of the earnings upon the average miles of road operated during the year. While the average sum earned on each mile of track is \$9.12 less than for the previous year, the general result is more satisfactory than had been anticipated, for the great damage to the wheat crop of 1878, in the states of Wisconsin, Minnesota and Iowa, led to the belief that a great diminution in the gross earnings on the part of the railroads whose business is derived so largely from that source, would appear. A statement of a single fact will show something of the damage that some of the roads sustained from this cause: The Chicago, Milwaukee & St. Paul carried, of wheat, during the last four months of 1877, 10,009,498 bushels, while in 1878, for the same period, it carried but 4,558,344 bushels. The amount carried for the months of September, October and November, 1879, was 6,143,097 bushels.

The earnings of the roads were derived from the following sources:

	Whole Line.	Proportion for Wisconsin.
From passengers.....	\$6,033,894 90	\$2,869,402 56
From freight.....	19,557,055 19	8,140,993 92
From mails, express and other sources	1,301,954 83	610,165 50
Sources not classed.....	72,531 15	66,892 77
	<hr/> \$26,965,436 07	<hr/> \$11,486,954 75

With the increased earnings for the year, an increase in expenses might naturally have been expected, the more especially as there

Earnings and Expenses.

were 541.77 more miles of road operated than the previous year. Instead of an increase, however, there was an actual decrease of of \$275,465.47, showing a net increase in earnings, over the previous year, of \$786,069.68.

EARNINGS AND EXPENSES.

The earnings and working expenses of the several roads were as follows:

COMPANIES.	Gross Earnings.	Operating Expenses.
	\$ cts.	\$ cts.
Chicago, Milwaukee & St. Paul	8,580,272 02	5,063,282 96
Chicago & Northwestern	14,194,168 31	6,542,103 53
Chicago, St. Paul & Minneapolis	1,070,208 50	655,550 06
Chippewa Falls & Western	27,235 27	13,817 08
Green Bay & Minnesota	348,690 26	204,557 04
Hudson and River Falls	19,888 45	8,814 57
Milwaukee, Lake Shore & Western	287,505 23	190,584 21
Mineral Point	112,886 09	72,819 90
Northwestern Union	277,239 28	192,987 55
North Wisconsin	79,039 60	35,775 14
Prairie du Chien & McGregor	49,107 00	23,788 02
Sheboygan & Fond du Lac	84,797 61	82,547 60
Western Union	773,551 09	538,834 72
Wisconsin Central	794,137 86	481,915 91
Wisconsin Valley	203,976 54	129,422 18
Chicago & Tomah	16,953 21	7,713 50
Fond du Lac, Amboy & Peoria	25,046 21	16,148 83
Galena & Wisconsin	4,121 85	3,771 85
Pine River Valley & Stevens Point	17,116 70	9,994 52
Total	26,965,436 07	14,274,429 17

The earnings and expenses of the Western Union, are for the period of nine months, after which, its transactions are included with the Chicago, Milwaukee & St. Paul. The Chicago & Tomah was opened to the public February 1st, and the Galena & Wisconsin has been in operation, since its re-organization, but three months. Included in the expenses of the companies are the taxes and license fees paid by them, amounting to \$803,305.88. The result shows an excess of earnings over expenses of \$12,691,006.90, which amount is applicable to the payment of interest on debt and dividends on stock of the companies, and rentals of leased road. If

Earnings and Expenses.

we assume that the roads actually cost what they are reported to have cost — which would be a somewhat violent presumption — the net earnings, equalized upon all the roads, would be 6.2 per cent. of the total investment.

A comparative statement of earnings and expenses for the past three years, is here given:

EARNINGS.		Whole Line.	Wisconsin.
1877—Passengers	\$5,577,663 10	.....	.....
Freight.....	16,130,946 02	.....	.....
Mails, etc.....	1,151,818 89	.....	.....
		\$22,860,427 51	10,159,535 50
1878—Passengers	6,090,884 21	.....	.....
Freight.....	19,087,471 61	.....	.....
Mails, etc.....	1,276,476 04	.....	.....
		26,454,831 86	11,951,619 80
1879—Passengers	6,033,894 90	.....	.....
Freight.....	19,557,055 19	.....	.....
Mails, etc.....	1,301,954 83	.....	.....
Sources not classed.	72,531 15	.....	.....
		26,965,436 07	11,486,954 75
EXPENSES.			
1877 —		13,406,161 65	6,803,843 24
1878 —		14,549,894 64	7,308,798 68
1879 —		14,274,429 17	7,035,363 67

Net increase of income for 1877-78 \$2,450,651 33

Net increase of income for 1878-79 786,069 68

Earnings and Operating Expenses per Mile.

EARNINGS AND OPERATING EXPENSES PER MILE.

The gross earnings and cost of operating the several roads per mile, and the per centage of earnings to expenses, is presented in the following exhibit:

	Earnings per Mile.	Operating Ex- penses per Mile.	Per centage of Operating Ex- penses to Gross Earnings.
Chicago, Milwaukee & St. Paul	\$4,622 99	\$2,728 06	55.00
Chicago & Northwestern.....	8,776 62	4,045 15	43.77
Chi., St. Paul & Minneapolis..	5,313 82	3,254 96	57.43
Chippewa Falls & Western....	2,635 67	1,337 13	49.50
Green Bay & Minnesota.....	1,431 40	867 23	63.90
Mil., Lake Shore & Western...	1,770 35	1,173 54	66.00
Mineral Point	2,203 63	1,402 58	63.00
Northwestern Union.....	4,426 63	3,081 39	64.87
North Wisconsin.....	1,317 32	596 25	44.00
Sheboygan & Fond du Lac....	1,081 60	1,041 64	97.00
Western Union	3,635 96	2,532 71	67.00
Wisconsin Central.....	1,766 71	1,072 12	60.40
Wisconsin Valley.....	2,266 40	1,438 02	63.00
Chicago & Tomah.....	439 92	252 89	57.00
Fond du Lac, Amboy & Peoria	863 64	225 45	47.33
Galena & Wisconsin.....	103 04	94 29	91.00
Pine R. Valley Stevens Point..	1,069 78	619 65	58.00

EARNINGS PER MILE AND TRAIN MILE.

The earnings per mile and per train mile, in the several departments, were as follows:

	Per mile.	Per train mile.
Passenger trains ..	\$1,157 25	\$1.08 50
Freight trains.....	3,750 87	1.61 80
Mails, express, etc.....	249 70	.29 40
	\$5,171 74	\$3.93 70

The Average Price per Ton Hauled.

THE AVERAGE PRICE PER TON HAULED.

The average price per ton received for hauling freight on three of the roads, is given in the following table. The exhibit is not extended to other roads, because the reports are deficient in that particular:

CHICAGO, MILWAUKEE & ST. PAUL.

Year. Cents.	Year. Cents.	Year. Cents.	Year. Cents.	Year. Cents.
1865... .4.11	1868...3.49	1871....2.54	1874....2.38	1877.....2.08
1866.....3.76	1869...3.10	1872....2.43	1875....2.10	1878.....1.80
1867.....3.94	1870....2.82	1873....2.50	1876 ...2.04	1879.....1.66

CHICAGO & NORTHWESTERN.

Year. Cents.	Year. Cents.	Year. Cents.	Year. Cents.	Year. Cents.
1870.....3.09	1872 ...2.61	1874....2.22	1876....1.91	1878.....1.63
1871.....2.87	1873...2.35	1875....2.06	1877....1.81	1879.....1.53

WISCONSIN VALLEY.

Year. Cents.	Year. Cents.	Year. Cents.	Year. Cents.	Year. Cents.
1875.....4.19	1876....2.91	1877....2.44	1878 ...2.62	1879.....2.30

While these figures show a gradual reduction from year to year in the average price per ton for hauling freights, it would be fallacious and deceptive, in some degree, to suppose that the reduction has been uniform on all freights transported. The largest portion of it is to be attributed to the greater distance in which much of the freight is carried owing to the extension of the lines of road, without a corresponding increase in the tariff for hauling. So while local freights may remain nearly stationary, the general average is greatly reduced.

Passenger and Freight Rates and Taxes.

PASSENGER AND FREIGHT RATES AND TAXES.

The following table shows the rate per passenger per mile, the amount earned per ton haul, and the taxes paid by each company:

NAME OF COMPANY.	Rate per passenger per mile.	Freights — rate per ton per mile.	Taxes paid.
	1879.	1879.	1879.
	\$ cts.	cents.	\$ cts.
Chicago, Milwaukee & St. Paul	2 92	1.66	* 360,762 63
Chicago and Northwestern	2 65	1.53	328,912 76
Chicago, St. Paul & Minneapolis	3 03	1.53	40,353 77
Chippewa Falls & Western	3 90	.....	259 13
Green Bay and Minnesota	4 00	.....	1,222 85
Milwaukee, Lake Shore & Western ..	3 40	2.036	1,810 87
Mineral Point	4 00	.....	1,287 95
Northwestern Union	3 20	2.30	13,135 20
North Wisconsin .....	.....	.....	1,106 61
Prairie du Chien & McGregor .....	.....	.....	1,108 02
Sheboygan & Fond du Lac .....	.....	.....	392 00
Western Union	2 86	1.59	21,705 18
Wisconsin Central	3 344	.....	3,078 95
Wisconsin Valley	5 00	2.30	2,018 52
Chicago & Tomah	3 33	.....	.....
Fond du Lac, Amboy & Peoria	2 90	.....	.....
Galena & Wisconsin	3 30	.....	.....
Pine River Valley & Stevens Point ..	2 50	10.	80
			\$803,805 88

* Including \$26,591.24 paid to the U. S. government as back taxes.

Earnings and Expenses.

EARNINGS AND EXPENSES FOR A SERIES OF YEARS.

The following is an exhibit of the annual receipts and operating expenses of the several roads of this state, for a series of years, commencing with 1870:

EARNINGS AND EXPENSES.

CHICAGO, MILWAUKEE & ST. PAUL.			CHICAGO & NORTHW. RN.		
Year.	Earnings.	Expenses.	Year.	Earnings.	Expenses.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1870	7,193,142 01	4,832,338 88	1870	12,203,409 20	7,026,099 49
1871	6,491,602 02	3,850,354 56	1871	11,008,280 46	6,244,505 96
1872	6,722,417 29	4,695,615 97	1872	12,272,063 98	7,169,308 39
1873	8,731,667 14	6,583,662 74	1873	13,816,464 59	9,375,632 56
1874	8,473,956 86	5,752,615 29	1874	13,361,690 46	8,597,391 14
1875	7,780,802 05	5,093,634 67	1875	12,811,228 51	8,047,476 46
1876	7,710,215 22	4,877,368 94	1876	12,467,542 57	6,778,528 58
1877	7,818,324 86	4,478,975 68	1877	12,129,394 83	6,430,391 07
1878	8,226,591 12	4,728,126 57	1878	13,791,179 26	6,598,895 83
	69,148,718 07	44,892,693 30		113,861,253 86	66,268,729 47

WESTERN UNION.			MINERAL POINT.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1870	766,937 85	617,982 51	1870	106,394 66	76,288 42
1871	842,169 22	638,373 20	1871	98,066 90	86,133 78
1872	847,111 21	702,960 18	1872	115,043 06	105,528 42
1873	1,137,634 23	878,241 37	1873	128,122 33	98,614 88
1874	1,123,107 81	768,164 21	1874	124,685 99	112,468 99
1875	1,160,430 01	830,287 53	1875	114,840 72	146,551 93
1876	1,047,915 49	799,369 42	1876	118,301 80	132,233 65
1877	1,025,058 79	699,019 43	1877	118,968 01	75,143 86
1878	1,061,731 44	753,775 70	1878	128,375 21	85,975 86
	9,012,093 96	6,688,173 55		\$1,052,798 68	918,939 79

Earnings and Expenses.

CHICAGO, ST. PAUL & MINNEAPOLIS.			MADISON & PORTAGE.		
1871	\$ 159,664 64	\$ 74,699 11	1871	\$ 21,511 20	\$ 22,209 06
1872	403,202 10	259,059 86	1872	38,241 60	30,051 97
1873	869,188 99	591,974 90	1873	30,516 65	29,302 90
1874	884,920 10	697,107 54	1874	32,174 61	30,109 63
1875	827,678 62	650,911 33	1875	31,269 18	36,484 39
1876	810,368 67	624,955 06	1876	34,030 35	40,132 14
1877	775,498 45	780,293 99	1877	43,352 72	31,862 72
1878	942,344 69	566,495 78	1878	*31,507 17	30,251 77
	5,672,866 26	4,245,497 57		262,653 48	250,404 58

NORTH WESTERN UNION.			WISCONSIN VALLEY.		
1873	\$ cts. 68,344 27	\$ cts. 29,856 57	1873	\$ cts. 24,900 88	\$ cts. 21,636 42
1874	238,198 04	91,066 35	1874	79,252 71	61,255 12
1875	250,001 55	134,736 14	1875	146,389 81	91,211 30
1876	275,683 89	156,621 29	1876	185,134 48	121,393 33
1877	266,314 26	129,278 10	1877	185,236 61	104,539 50
1878	289,939 16	156,985 41	1878	196,909 72	107,587 31
	1,388,431 11	698,543 86		817,824 21	507,623 08

WISCONSIN CENTRAL.			MIL., LAKE SHORE & WESTERN.		
1873	\$ cts. 188,161 54	\$ cts. 112,063 11	1874	\$ cts. 153,546 42	\$ cts. 122,265 92
1874	620,454 96	373,676 82	1875	182,137 75	139,984 44
1875	632,664 88	380,006 34	1876	200,372 41	142,893 36
1876	720,367 64	427,411 46	1877	229,283 08	172,029 58
1877	734,235 19	474,653 38	1878	250,130 68	197,797 08
1878	733,819 30	474,497 06		1,015,470 34	774,970 38
	3,629,703 51	2,242,307 97			

SHEBOYGAN & FOND DU LAC.			GALENA & WISCONSIN.		
1874	\$ cts. 115,859 89	\$ cts. 107,289 96	.....	\$ cts.	\$ cts.
1875	122,401 10	101,864 40	.....	.....	.....
1876	120,780 87	79,900 96	1876	16,893 78	10,329 05
1877	100,022 15	75,083 17	1877	17,014 92	11,633 16
1878	93,696 72	72,992 47	1878	*10,012 80	6,411 36
	552,760 73	437,130 96		43,861 50	28,373 57

* For eleven months; balance of year included with Chicago, Milwaukee & St. Paul R. R.

Earnings and Expenses.

GREEN BAY & MINNESOTA.				CHIPPEWA FALLS & WESTERN.			
	\$	cts.			\$	cts.	
1875	323,803	24	296,548	21	.....	.....	.....
1876	302,236	74	295,133	65	1876	81,023	89
1877	367,310	41	313,766	55	1877	27,368	73
1878	348,785	78	232,750	00	1878	25,682	66
	1,341,636	17	1,138,198	41		84,075	28
							44,105 75

NORTH WISCONSIN.				PRAIRIE DU CHIEN & MCGREGOR.			
	\$	cts.			\$	cts.	
1876	37,708	70	31,021	46	1876	47,167	00
1877	50,190	11	35,934	42	1877	54,167	00
1878	81,949	69	43,634	59	1878	54,768	50
	169,848	50	110,590	47		156,102	50
							Not given.

FOND DU LAC, AMBOY & PEORIA.				PINE RIVER VALLEY & STEVENS POINT.			
	\$	cts.			\$	cts.	
1878	14,710	66	12,306	64	1878	15,500	63
	14,710	66	12,306	64		15,500	63
							9,112 78

RECAPITULATION.

	EARNINGS.		EXPENSES.	
	\$	cts.	\$	cts.
Chicago, Milwaukee & St. Paul.....	69,148	718 07	44,892	693 30
Chicago & Northwestern	113,861	253 86	66,268	729 47
Western Union	9,012,095	96	6,688	173 55
Mineral Point.....	1,052,798	68	918,939	79
Chicago, St. Paul & Minneapolis.....	5,672,866	26	4,245,497	57
Madison & Portage.....	262,653	48	250,404	58
Northwestern Union	1,388,431	11	698,543	86
Wisconsin Valley	817,824	21	507,623	03
Wisconsin Central.....	3,629,703	51	2,242,307	97
Milwaukee, Lake Shore and Western...	1,015,470	34	774,970	38
Sheboygan & Fond du Lac	552,760	73	437,130	96
Galena & Wisconsin.....	43,861	50	28,373	57
Green Bay & Minnesota	1,341,636	17	1,138,198	41
Chippewa Falls & Western	84,075	28	44,105	75
North Wisconsin.....	169,848	50	110,590	47
Prairie du Chien & McGregor.....	156,102	50	.....	.....
Fond du Lac, Amboy & Peoria	14,710	66	12,306	64
Pine River Valley & Stevens Point.....	15,500	63	9,112	78
Totals	208,240	361 45	129,267	702 08

Operated but a portion of the year.

Passenger and Freight Traffic.

TRAIN MILEAGE.

The aggregate number of miles run by all the trains on the roads — the Sheboygan & Fond du Lac and North Wisconsin not reporting — was 20,345,020, of which 5,560,222 was by passenger trains; 12,084,593 by freight and mixed trains; 1,186,682 by wood, gravel and construction trains, and 1,513,523 by switching trains. For the corresponding period the year previous, the passenger train mileage was 5,237,725, and the freight and mixed train mileage was 12,407,243. An increase appears in the passenger train mileage over the previous year of 312,650 miles, and a decrease of 322,497 miles in the freight and mixed trains. Some of the increase in passenger train mileage is due to Sunday trains put on the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern lines between Chicago and St. Paul, an arrangement that went into effect about the first of June last. The balance of the increase must be attributed to the extension of lines rather than to a greater frequency of trains on any of the roads.

PASSENGER AND FREIGHT TRAFFIC.

The total number of passengers carried on all the lines reporting was 5,336,188, who traveled, on an average, 39.73 miles each, equal to 211,918,225 passengers traveling one mile — an increase in the number of passengers carried one mile over the previous year of 8,129,107. The total passenger earnings for the year were \$6,033,894.00, a decrease from the previous year of \$56,989.31.

The total number of tons of freight carried, as far as reported, was 7,997,399, against 7,040,375 the previous year. The total number of tons carried one mile was 1,206,543,193, the proportion for Wisconsin being 563,741,280 tons.

An effort was made to obtain the tonnage of the different kinds of commodities transported, but with indifferent success. The total amount of freight carried on all the roads was very closely ascertained, which amounted to 7,997,403 tons, exclusive of the amount hauled by the Sheboygan & Fond du Lac, the North Wisconsin and the Chicago & Tomah, from which companies no reports were obtained. Several of the principal roads keep no record

Passenger and Freight Traffic.

of the different kinds of commodities transported, and were only able to report the total tonnage carried. It is to be regretted that more perfect information in these important particulars is not obtainable, as it would do very much toward correctly marking the constantly shifting course of the trade current, so important to the commercial world, and at the same time enable the railroad companies to forecast more clearly the sources from which their business must be derived in the future, and the nature of it.

But a few years ago the carrying of the wheat crop of southern Wisconsin was the principal incentive to the building of some of the lines of road which traverse that wealthy portion of our state. Now the southern counties hardly produce enough of that crop for their own consumption, and in the case of some of them, I believe, they import their flour, where but a few years ago was the great grain depot of Wisconsin. Wheat growing has given place to stock farms, to dairying, to wool growing, the culture of tobacco, and other kindred crops, less bulky but more valuable, costing far less to transport them to market, and as a consequence, producing a gradual decrease in freights from the cereals, while the railroads are deriving their revenues from sources wholly unexpected when the lines were first projected. This recession of crops is likely to continue, and the character of freights to be drawn from Wisconsin and the states and territories, west of it, will be very different in a few years from what it is at present, a fact that the sagacious railroad manager will not lose sight of. If the railroads kept a close classification of the commodities carried by them, so that the tonnage of each class could be compared from year to year, it would serve a valuable end, not less so to the railroads than to the public at large.

Almost equally important is it that they should keep and be able to give the direction of the tonnage carried. Some of the roads keep such a record, and were able to give the information called for upon that point. Incomplete as the record is, it is valuable as showing the disadvantage which western roads are put to in being obliged to make provision for carrying the products of the country traversed by their lines, and hauling back a large percentage of

Employes — Accidents.

their cars empty. Illustrative of this is the report of the Chicago, Milwaukee & St. Paul, which shows 245,253,263 tons of freight carried one mile eastward to 112,612,334 tons to the westward. The difference in the passenger traffic is not quite so marked, but still it is an important factor to be taken into consideration in adjusting fares. The number of passengers carried one mile to the eastward was 34,634,167 against 39,003,057 to the westward. The other trunk lines would probably show very much the same results, if the facts could be ascertained. While the trunk lines disclose the advancing tide of emigration to the west, the reports from the local lines show that the passenger movement from east to west is very nearly the same.

EMPLOYES.

The number of persons employed in the operation of the roads whose transactions are included in this report—embracing 5,382.78 miles of road—was 18,379, who received salaries aggregating \$9,213,527.52, a little more than \$500 per annum for each employe. The several companies classify their employes so differently that it has been found impossible to give any satisfactory exhibit of the average salaries paid to each class. A statement of the number of employes and average and total salaries paid them, as returned by the companies, appears in table No. 19, page 268.

ACCIDENTS.

A complete record of accidents to passengers, employes and others, occurring on the several railroads, is returned, a summary of which is given in table No. 18, page 267, and a detailed statement of them appears in the reports of the several companies. The total number of casualties in Wisconsin was 133 against 196 the previous year. On the entire lines, in all of the States, there were 284 casualties. One passenger was reported as killed from causes beyond his control, and two were, in like manner, injured. No passenger was killed in Wisconsin, and none has been in five years, except from his own want of caution. One passenger was killed as the result of his own carelessness, and six more injured. When it is considered that 5,336,188 passengers were

Railroad Mileage and Construction.

carried over the roads last year, an average distance of 39.73 miles, equal to 211,918,225 miles for a single passenger, the record appears at once creditable in the highest degree to the care and supervision of those who have the great responsibility of the management of the trains. By no method of locomotion could a passenger be secured a greater degree of immunity from danger than traveling by cars.

The nature and degree of the casualties will appear from the following summary:

Passengers killed from causes beyond their own control	1
Employees killed from causes beyond their own control	7
Others killed from causes beyond their own control .....	..
Passengers killed by their own want of caution	1
Employees killed by their own want of caution	28
Others killed by their own want of caution	65
Passengers injured from causes beyond their own control	2
Employees injured from causes beyond their own control	51
Others injured from causes beyond their own control .....	..
Passengers injured by their own want of caution	6
Employees injured by their own want of caution	66
Others injured by their own want of caution	57
Total number killed	102
Total number injured	182

Of the killed, 2 were passengers, 35 were employees, and 57 were "others," who were generally trespassers, in some degree, upon the track. The hazardous nature of the railroad employe's business is sharply defined by the number of accidents resulting to them, and the question is constantly recurring, if the number can not be reduced in some manner?

RAILROAD MILEAGE AND CONSTRUCTION.

In my report for 1879 a table was given showing the number of miles of railroad constructed in Wisconsin during each year since 1850-51, when the first piece of railroad was built in this state, being the road from Milwaukee to Waukesha, and now constituting a portion of the Prairie du Chien division of the Chicago, Milwaukee & St. Paul. The road was opened to the public February

Railroad Mileage and Construction.

25, 1851. The records for each year were given as returned to this office by the different companies, although it was apparent that in some cases they had not been prepared with the care necessary to entitle them to full credence, and I suggested that the returns would need some revision before they could be accepted as entirely accurate. Since then I have caused them to be revised and have availed myself of all sources of information accessible to me, to make them complete and accurate. In their reports to this office, last year, several companies operating leased tracks included them as portions of their own lines, and the companies owning them did the same thing, and so it happened that such portions of track as were operated by two companies in common were duplicated in the tables, and the total mileage was made to appear somewhat larger than was the fact. In the table which appears on page 315 of this report, of which the following is a recapitulation, every duplication that appeared last year has been eliminated, errors have been corrected, and the table as it now appears may be accepted as being as nearly correct as it is possible to make it.

<i>Year.</i>	<i>Miles.</i>	<i>Year.</i>	<i>Miles.</i>	<i>Year.</i>	<i>Miles.</i>
1850*.....	10.00	1860.....	17.90	1870.....	151.70
1851.....	24.00	1861.....	20.00	1871.....	417.72
1852.....	36.00	1862.....	55.90	1872.....	235.70
1853.....	18.10	1863.....	.....	1873.....	405.43
1854.....	69.60	1864.....	69.80	1874.....	88.60
1855.....	162.64	1865.....	.....	1875.....	48.47
1856.....	186.10	1866.....	.....	1876.....	133.43
1857.....	193.30	1867.....	.....	1877.....	62.34
1858.....	61.00	1868.....	58.90	1878.....	89.90
1859.....	87.90	1869.....	51.80	1879.....	89.90
Total				2,896 13	

* As a matter of interesting information relative to the first railroad building in this state, the following communication from Mr. Edward Porter, who was one of the tracklayers of the road specified, will be found interesting in this connection:

"About the 25th of October, 1850, the first rail was laid on the Milwaukee & Waukesha road, beginning with the east end close by the river in Milwaukee, the track continuing west to Elm Grove ten miles, reaching that point about Dec. 17; the road-bed was not completed further west until January, 1851.

"About Dec. 19th, thirty-five trackmen were sent to Waukesha to lay track from that point east. A few rails had been taken from Elm Grove to Waukesha by teams. Some few rails were laid at that station the last days of 1850. About Dec. 23, the writer was sent with eighteen men three miles east from Waukesha, the place where the Forest House now stands, to lay track west. A few rails were drawn by teams. A few were laid the last days of the

New Construction.

NEW CONSTRUCTION.

The new track, graded and ironed, during the year 1879, is as follows:

<i>Chicago, Milwaukee & St. Paul —</i>	<i>Miles.</i>
Melvina to Viroqua	22.00
<i>Milwaukee, Lake Shore & Western —</i>	
Clintonville to one mile north of Tigerton	19.70
Hortonville, south (Oshkosh extension).....	11.40
<i>Wisconsin Valley —</i>	
Wausau (one mile north), to Jenny.....	17.30
<i>North Wisconsin —</i>	
Granite Lake, six miles north.....	6.00
<i>Chicago & Tomah (narrow gauge) —</i>	
Dankliff Junction to three and one-half miles south of Montfort.	13.50
Total for 1879.....	<u>89.90</u>

This is precisely the same amount of rail that was laid in 1878, but exact measurements may change the total a mere fraction. The total amount of miles of track at the close of the year 1879, is 2,896.13, of which 2,777.13 are standard gauge and 119 are narrow gauge. There were, also, on the 30th of September, 186.33 miles of side track and spurs, exclusive of that of the Chicago, Milwaukee & St. Paul, and the Chicago, St. Paul & Minneapolis, which was not returned.

The following companies also have "trackage" — that is, the use of tracks belonging to other companies — to the amounts stated, viz.: The Milwaukee, Lake Shore & Western, over the Northwestern Union, from Milwaukee to Lake Shore Junction, 3.6 miles; the Milwaukee & Northern (leased by the Wisconsin Central) over the Chicago, Milwaukee & St. Paul, from Milwaukee to Schwartzburg, 9 miles; the Green Bay & Minnesota over the Chicago & Northwestern, from Winona Junction to Winona, 23.20 miles.

year. Did not pay to handle by team, and the work at the two places came to a stand. The track from Milwaukee to Elm Grove, about ten miles, was in use by the two engines, then owned by the company, on the last days of December, 1830; I believe this ten miles was all the railroad in use, in Wisconsin, in the beginning of 1831."

Roads in Process of Construction — New Organizations.

ROADS IN PROCESS OF CONSTRUCTION.

In addition to the completed road a considerable amount that was not quite finished on the 31st day of December, but was so nearly so, that perhaps it ought to be credited to the construction of 1879, as the grade was complete and the iron would have been laid if the rolling mills had filled their contracts. The Milwaukee, Lake Shore & Western will have completed its Oshkosh extension, 22.42 miles, from Hortonville, south, before these pages can be printed. The same Company has its track largely graded from a point one mile north of Tigerton, to Co-tu-it, about ten miles.

The North Wisconsin has 14 miles of track graded, which will be ironed before February 15th; the Menasha & Appleton Railway is graded to Appleton, 5 miles, (2½ miles borrowed from the Wisconsin Central, by which road it will be operated) and the track will be laid within a few days; the Chicago & Tomah (narrow gauge) has its track about graded to McCormick, ten miles from its present terminus, where a junction will be formed with the Galena & Wisconsin, and it will be ironed to within four miles of that point during the next two weeks, but the balance of the work will be postponed until next spring.

The St. Cloud, Grantsburg & Ashland R. R. Co. has graded a road from Grantsburg, in Burnett county, to the St. Croix river, a distance of thirteen miles, and the balance of the line from the St. Croix river to Rush City, Minn., where it strikes the St. Paul & Duluth R. R., has also been nearly graded. The piers across the St. Croix river are also to be put in the present winter; the ties have been contracted for, and I am informed that arrangements have been consummated for furnishing the iron. The road will probably be operated by the St. Paul & Duluth R. R. Co.

NEW ORGANIZATIONS.

The Eau Claire Railway.—This is a company organized for building a track from a point on the Chicago, St. Paul & Minneapolis line to various points in the city of Eau Claire.

The Menominee Railway.—This is to be an extension of the

New Organizations.

Chicago & Northwestern from Quinnesec, in the Upper Peninsula of Michigan, to the iron ore mines in section 21, town 40 north, range 18 east, in Oconto county. Albert Keep, Marvin Hughitt, J. B. Redfield, M. M. Kirkman and C. C. Wheeler are the corporators. The road will be built during the present year.

The Portage & Freeport Railroad.—This company, Charles L. Colby, Matthew Wadleigh, F. M. Finney, Joseph L. Colby, and Edwin H. Abbot incorporators, was formed to build a line from the southern terminus of the Southern division of the Wisconsin Central at Portage to Freeport, Ill. Considerable engineering has been done, but when active operations on the road will be entered upon, remains undetermined.

The Mineral Point R. R. Co. has filed its resolution to extend its line north to the Wisconsin river *via* Dodgeville, and down Blue river to Muscoda, or near there, and has sent its engineers to run a line through to La Crosse. The company expects to build twenty or more miles of road next summer. The extension will be known as the Northern Division of the Mineral Point Railroad.

The Freeport & Dodgeville Railway.—This company—Samuel W. Reese, Joseph Bennett, James Roberts, G. W. Burrall, and Joseph Whitman, as incorporators—took its patent May 14th for building a road from Freeport, Ill., north *via* the Pecatonica Valley to Dodgeville. The present status of the company, and its future intentions, are unknown to me.

The Wisconsin & Minnesota Railroad.—This company, of which C. L. Colby, F. N. Finney, Joseph L. Colby, Matthew Wadhigh and Edwin H. Abbot are the incorporators received its patent Aug. 8, for building a road from some point on the line of the Wisconsin Central between Marshfield and Medford, to the western boundary of the state. The company is now engaged in locating its line from Colby to Chippewa Falls and its construction the coming season is reasonably well assured.

The St. Paul & Eastern Grand Trunk Railway.—The incorporators of this company are Jesse Spaulding, A. B. Stickney, W. K. Young, W. A. Ellis, Dana C. Lamb, Alex. Stewart, S. B. Hubbell, Thad C. Pound, L. C. Stanley, Wm. Pitt Bartlett, Thos. E.

New Organizations.

Randall, William Wilson, and Robert Mariner. Their patent of incorporation was issued September 5, 1879, for building a road from some point on Lake St. Croix or Mississippi river to a point on Green Bay or Lake Michigan. The line of this projected road covers very nearly the same ground as that of the proposed Wisconsin & Minnesota Railroad, and a combination of the interests of the two companies, whereby the latter will build a road from Colby to Chippewa Falls, at which point a junction will be formed with the Chippewa Falls & Western, seems likely to be effected, in which case the Milwaukee, Lake Shore & Western will without doubt extend its line from Lake Co-tu-it to Colby, and the balance of the line east, to some point on Green Bay, will be the mission of the St. Paul & Eastern Grand Trunk.

The St. Paul & Chicago Short Line Railway.—This company was incorporated May 17, 1879, for building a road from River Falls to some point on the south line of the state in La Fayette county. Hans B. Warner, H. P. Ames, D. W. Wadsworth, E. L. Davis, J. B. Johnson, J. W. Hancock, M. J. Paine, F. L. Gibson, J. G. Keith, John W. Winn, S. Strickland, M. H. Clapp, and Louis Weber are the incorporators.

Besides these projected roads by new companies, the North Wisconsin will build the fifth section of twenty miles of its road north-erly toward Lake Superior, the present year, and President Sawyer informs me that the sixth section will also probably be built. An extension of the Chicago, Milwaukee & St. Paul from Monroe to Du-buque, is more than probable. The Chicago & Tomah will complete its line to McCormick, and expects to iron the road bed, which it has graded north of the Wisconsin river from Wauzeka. The Fond du Lac, Amboy & Peoria has an extension of its line north-easterly from Fond du Lac to Sturgeon Bay, and a further extension from Iron Ridge south, in view. That the Chicago & North-western will build a road from some point on its line to Milwaukee, either by an extension of the Sheboygan & Fond du Lac, which is under process of foreclosure in the Fond du Lac Circuit Court, and of which it is to become a proprietary road, or by a new line from Madison to Milwaukee, or by the original plan of a road from

New Organizations.

Iron Ridge to Lodi, is quite certain; and that portion of the Sugar River Valley road from Albany to Brodhead (already graded), is likely to be ironed by the Chicago, Milwaukee & St. Paul.

Considerable interest is also being manifested in their lines by the present owners of the franchises of the Milwaukee & Dubuque road and of the Chicago, Portage & Superior (formerly known as the Wisconsin Central, and more recently as the Chicago & Northern Pacific Air Line). Both of these companies have considerable amounts of road graded, and the latter company has an important land grant to aid in the construction of its contemplated road.

The great advance in the price of rail, during the past year, and the difficulty experienced in getting orders filled at the rolling mills, may postpone somewhat the building of some of these roads, but the prospects for a very large amount of railroad building in this state the present year are encouraging in the highest degree.

The Detroit, Mackinaw & Marquette R. R.—Although no portion of the above named road lies within this state, the project is so closely identified with the future railroad system of northern Wisconsin, and has so important a bearing on the future commerce of our state, that reference to it, in this place, is deemed not inappropriate. The line of the road above mentioned is from Mackinaw to Marquette, a distance of about one hundred and fifty miles, with a projected branch to Sault Ste. Marie. The company organized for building the road has been endowed by the legislature of the state of Michigan, with a land grant of sixteen sections of state swamp lands per mile of road, and is under contract with the state to construct forty miles the present year, and the whole line before December 31, 1882. The line of the road has been surveyed, and a portion of it definitely located, and the contract for twenty miles, commencing at Marquette, has been let, and the opinion is expressed in circles likely to be well informed, that the whole road will be in operation by August of next year, and a connection made with it at Sault Ste. Marie by an extension of the Canada Pacific road to the Sault from Lake Nipissing; and an extension

Special Improvements.

of the same line to St. Paul is contemplated, and is now being surveyed by direction of the British Minister of Railways. West of Marquette; the Marquette, Houghton & Ontonagon R. R. is completed to L'Anse, a distance of sixty miles. This company also has a land grant from Marquette to Ontonagon, and the statement is authorized that "it will meet any responsible company in the building of a road from Duluth or Thomson, which offers business, with an extension of their own road west as far as the limit of their land grant, possibly further." That all of the roads mentioned are to be built at an early day, admits of but little doubt.

The Wisconsin Central has a large land grant from Ashland to Superior, and the Northern Pacific a still larger one from Thomson east to the mouth of the Montreal river — the boundary line between Wisconsin and Michigan — either of which is immediately applicable to the building of a road.

With their construction, the immense wheat-growing district tributary to the Northern Pacific road (which is to be the future granary of this continent) will have a short and direct route to the seaboard. Unless those to whose custody the future commerce of Wisconsin has been committed — the managers of our great railway lines — occupy the ground very soon, and place themselves in a position to do the carrying business offered by the empire springing up in the Northwest, they will find, when it is too late, that an immense traffic, important not only to their lines of road, but to Milwaukee and Chicago as well, has been diverted from them by a Grand Trunk South Shore line to the East, to the great detriment of all concerned. A road from Ashland to Duluth, constructed in the interest of some of our own railways, ought to be undertaken at once, and constructed with the least possible delay.

SPECIAL IMPROVEMENTS.

The most of the corporations have been improving their railroad properties during the year to a great degree, and it is not too much to say that they are making them equal in most particulars, and superior in many, to the best roads of the country. From their
d — R. R. Com.

Chicago, Milwaukee & St. Paul.

reports to this office, the following information is gathered which is considered worthy of special mention:

CHICAGO, MILWAUKEE & ST. PAUL.

Bridges.—A wrought iron railway swing bridge, with double iron track, and having a span of 220 feet, has been erected over the canal in the city of Milwaukee. The structure is a very fine one.

Shops.—New shops for machinery department, in Milwaukee, have been erected during the year. They embrace a machine shop proper, 420 x 112 feet; engine and boiler rooms attached, 62 x 72; office, etc., 40 x 50; blacksmith shops, 70 x 300; boiler shops, etc., 80 x 420; round house, (embracing 44 stalls), 315 feet in diameter, the whole making a very complete outfit and admirably adapted to the purposes for which they were constructed.

Track.—Ninety-nine miles of steel rail have been laid during the year, forty-eight of which are in Wisconsin.

Freight Houses.—Large freight houses have been constructed at Chicago, Milwaukee and Minneapolis, besides other minor improvements of a similar character at other points. Additions to the cattle yards at Milwaukee, in the construction of which three million feet of lumber was used.

Extensions.—The company has in process of construction a short line from St. Paul to Minneapolis, a distance of twelve miles. It has an extension of its recently acquired Davenport & Northwestern road in process of construction, and the road is graded from Fayette to Fort Atkinson, a distance of twenty-three miles.

The Iowa & Dakota division has been completed to a point eighty miles west of Pattersonville, and the branch from Marion Junction, Dakotah, to Running Water, on the Missouri, a distance of sixty-three miles, has been nearly completed. The branch line from Rock Valley to Yankton, sixty-six miles in length, is under construction, and fifteen miles of it are graded.

The Hastings & Dakota division has been extended³ from Glencoe to Ortonville, on the western boundary of Minnesota, 27.9 miles.

New Equipment.—The company has added nine locomotives; four sleeping cars; thirteen passenger cars; one steam shovel, and

The Chicago & Northwestern.

five hundred and ninety freight and other cars to its equipment at an expenses of \$368,269.15. The other additions to its property account amount to \$10,219,687.36.

For the purchase and construction of roads, the following items appear:

Construction of Algona Extension.....	\$1,417,957 26
Construction of Milwaukee Cement Railway	10,448 29
Construction of Viroqua Railway.....	280,751 17
Construction of Minneapolis & St. Paul Railway	152,994 34
Purchase of bonds of Dubuque South Western R. R.....	182,554 50
Permanent improvements on same	15,538 81
Purchase of Madison & Portage Railroad bonds	381,271 13
Permanent improvements on same.....	63,018 20
Purchase and construction, Davenport & N. W. Railway.....	1,828,022 62
Purchase Western Union Railroad.....	5,315,104 81

The company has graded 243 miles of road during the year 1879 of which 163 miles were ironed, leaving 80 miles graded ready for the iron. It had in operation at the close of the year 2268 miles of road and 141 miles ironed but not under operation.

THE CHICAGO & NORTHWESTERN.

Bridges. — The iron bridge over the Wisconsin river, at Merrimack, which was under construction last year, has been completed, and is regarded as one of the finest structures of the kind in the country. It is 1,725 feet long, and rests on masonry. The bridge was built by the Leighton Bridge Co., of Rochester, N. Y. Five of the wooden bridges across the Baraboo river have been replaced by iron bridges, 225 feet long, having three spans of 75 feet each. Another bridge, 200 feet long, of three spans, one 125 feet long, one 45 feet long, and one 30 feet long, with stone piers and abutments, is now being built. Four bridges have been filled up, it having been found unnecessary to maintain them. Twelve bridges have been replaced with stone culverts. Five pile bridges have been thoroughly rebuilt, one of which, located between Menasha and West Menasha, is 1,664 feet long.

Steel Rail. — Steel rail on the Madison division is now complete, except three miles between Reedsburgh and La Valle, and twelve miles between Winona Junction and Trempealeau. Fifty-three

The Chicago & Northwestern.

and one-half miles of iron track have been replaced with steel, during the year, and the whole thoroughly ballasted and put in perfect condition. Eight miles of side tracks have been put in, including over five miles of track to the Appleton water power and Kenosha harbor.

Stock Yards.—New stock yards have been built at Madison, Rockland, West Salem, Midway, Trempealeau, Appleton, Oshkosh and Shopiere. Scales have been put in into nearly all of them; pens for hogs erected; some of the yards planked, and some of them covered to protect the hogs from the heat of the sun and storms. Many repairs have been made to stock yards at other stations.

Depots.—Depots have been re-built at Midway and Kendall; new depots have been erected at St. Catherines and Bay View, and those at Depere, Fond du Lac and Van Dyne, have been enlarged and improved. Two new freight depots have been built at Milwaukee, one of them 40x360 feet, and the other 50x365, together with an office 24x70, all of brick.

Improvements and repairs.—Extensive improvements have been made at Madison; a very large amount of material has been drawn there for filling the freight depot, and coal sheds have been moved and improved, and are of such a character as to be worthy of the station and a credit to the company. Considerable work has also been done toward filling up and making solid embankment in the long piling through Lake Monona, at Madison. An important improvement has also been made at Union Center. A little over a mile of track has been laid around the hill, which makes the line easier to operate without increasing its length. Extensive repairs have been made at tunnels Nos. 2 and 3, and at Baraboo, where a new blacksmith shop and an engine house containing seventeen stalls, both of brick, have been erected. An iron turn table and new water works have also been furnished the latter station.

The additions to the property accounts of the road for the year, including cost of Stanwood & Tipton R. R., aggregate \$1,113,822.37.

The company had under operation December 31, 1879, 2,238.67 miles of road, of which 1,199.75 were owned; 428.89 were leased, and 610.03 were proprietary lines.

Chicago, Minneapolis & St. Paul.

CHICAGO, MINNEAPOLIS & ST. PAUL.

Steel Rail.—New steel rails to the amount of 2,000 tons have been laid in place of iron rails taken up and removed. The steel all laid with angle splice bars.

Ties.—Seventy-five thousand new ties have been put in place of old ties taken out, and to complete the deficiency where they were short of 2,640 to the mile.

Side Track.—The yard, comprising side tracks and buildings at Eau Claire has been entirely changed and enlarged adding very much to the lineal feet of side track at that station, beside which there has been added at other stations 4,850 lineal feet.

Stations.—New depot or station buildings have been completed at Wisconsin Valley Junction, at Fairchild, at Fall Creek and at Hammond. The buildings at Black River Falls and Augusta, have been rebuilt so that they are practically new, the depot at Eau Claire built and bricked and an entirely new freight house.

Car Shops.—A building for repairing cars has been built at Hudson.

Bridges.—There have been quite extensive improvements in bridges. The new iron bridge, with stone piers and abutments, across the Red Cedar river near Menomonie, has been completed, and the line of the road changed on both sides of the river, straightening the curves, and reducing the grade at the crossing of the bridge. Several high wooden trestle bridges have been replaced by filling with earth embankment, or stone culverts, in all 1,770 lineal feet.

The trestle across St. Croix Lake has been filled 500 feet. It is proposed to fill this with earth, making an embankment with sufficient water-ways, or openings, in addition to the drawbridge and truss which cross the channel of the river or lake.

Telegraph.—The telegraph line has been entirely renewed.

Roadbed.—There have been large renewals of cattle-guards, culverts, pile bridges and platforms and quite a large increase of fencing. The surface of the roadbed has been, in many places, improved by raising. The amount of thorough ditching has been increased; the right-of-way cleared up by cutting down the brush and burning it,

Corporate Aid to Railroads.

with the logs and stumps that were left when the road was constructed.

Rolling Stock.—There have been added nine locomotives, and an increase of both flat and box cars, intended to accommodate the increasing lumber and grain traffic of the road. The watchful attention of the managers has been directed first, to secure safety to persons and property, in all that was required upon the track, culverts, bridges, and rolling stock—and so far as the financial ability of the company would permit, to add other improvements increasing the comfort of the traveler, facilitating the transaction of business, and encouraging the development of various industries along the line of the road.

THE WISCONSIN CENTRAL.

The Track.—Fifty-two and one-half miles of track have been raised and ballasted with gravel, making a very decided improvement in the track.

Bridges.—Two thousand nine hundred and fifty feet of bridging have been rebuilt.

Fencing.—Between Portage and Phillips 18,416 feet of fencing have been built.

Sidings.—On the entire line 8,140 feet of new sidings were laid; many side tracks were changed and improved so as to afford increased facilities to shippers.

The total charges to "property accounts" for the year, were \$47,630.81.

CORPORATE AID TO RAILROADS.

Under the laws of this state, counties, cities and towns are authorized to subscribe to the capital stock of railroad companies. For many years there was no restriction as to the amount of such subscriptions which any municipality might make, and some communities made much larger subscriptions than they could well pay, regarding them as a matter of little importance, not expecting to be called upon to pay them—expectations that were not generally realized, for in due time they came to understand the full consequence of their ill-considered acts by the judgments of the courts which had been entered against them. The worst feature of the

Corporate Aid to Railroads.

proceedings was, that many bonds, which had been voted to aid the building of roads, got into circulation, in some manner, and the communities which had made them were required to pay them without seeing the road built, for which they had been pledged. Those localities which have suffered the most severely from railroad indebtedness are those which obtained no roads. In 1874, however, a constitutional amendment limited indebtedness that might be created by counties, cities and towns, for all purposes, to five per cent. of the assessed valuation. Since that time, but little railroad aid indebtedness has been incurred which is onerous to the communities that are obligated for its payment. The old bonds are being gradually retired, and in ten years from now nothing but unpleasant recollections of them will remain, except in a few isolated cases of counties and cities that find themselves obligated for bonds which they are evidently unable to pay, and cannot, or will not, compromise. No more than two or three localities are, however, so circumstanced, and it is to be hoped that some just and honorable means may be found, whereby the bondholders, as well as the bond makers, may be brought to a common understanding.

The whole amount of railroad indebtedness of this character that has been incurred in Wisconsin cannot be precisely stated, but the first railroad commissioners of this state reported it as \$7,515,186, exclusive of the amount of "farm mortgage" subscriptions. The amount of such indebtedness that remained unpaid in 1877, was, according to the returns made to this office, \$5,049,136.32. This is considerably in excess of the true amount, however, for several cities, as Madison, Racine, etc., have returned under the head of "railroad indebtedness" their total indebtedness, incurred for all purposes, a large portion of which is not chargeable to railroad aid, but as their indebtedness has been funded, the amount of each form of indebtedness cannot be distinguished. The total amount was reduced by the tax levies of 1878, \$179,153.17, and by the levies of 1879, \$200,888.79. The amount was further reduced by the cancellation of \$275,000 of the bonds of Douglas county, which were issued but remained unearned. This makes a reduction of \$655,041.96 in two years, and leaves but \$4,394,094.36 of railroad

Taxation of Railroads.

indebtedness outstanding. This amount has been increased about \$130,000 by aid voted in 1879, the precise amount of which has not been ascertained. It should be stated, however, that the amount of indebtedness above given, includes the entire amount voted, some of which remains unearned, and some is contested.

During the year the cities of Ripon and Portage, and the towns of Ashwaubenon, Brooklyn, Cedarburgh, Lake Mills, Sherman and Kickapoo, fully provided by their tax levies, for the extinguishment of their railroad debt, and the bonds of the towns of Stanton and Star Prairie have been canceled. I desire to repeat, in this connection, what I stated in my last report:

"While the towns and cities have paid, or are paying, their railroad aid indebtedness as it becomes due, it is noticed that counties which have voted aid very generally become involved in litigation over their bonds. This arises, probably, from the fact that all parts of counties voting aid to railroads do not share equally in the benefits of their construction. People do not cheerfully pay taxes for purposes from which they derive no benefit, and it is not to be wondered at that they avail themselves of every facility that affords them an escape from such payments. It is believed that the law, as now limited by the constitution, which authorizes towns and cities to aid railroads, serves valuable ends and promotes the public interest; but in about every instance where *county* aid has been voted, the result has been fruitful of litigation, overburdensome to the people, unequal in its results, and has created a feeling of dissatisfaction and unrest that checks enterprise and is positively vicious in all of its effects. In my judgment all laws authorizing counties to aid railroad enterprises ought to be repealed."

TAXATION OF RAILROADS.

At the convention of railroad commissioners held at Saratoga Springs last June, the committee appointed at the previous convention held at Columbus, O., Nov. 1878, consisting of Commissioners Chas. F. Adams, Jr., of Massachusetts, Wm. B. Williams, of Michigan, and John H. Oberly, of Illinois, "to examine into and report the methods of taxation, as respects railroads and railroad securities now in use in the various states of the Union, as well as in foreign countries, and further to report a plan for an equitable and uniform system for such taxation," submitted a preliminary report which will be found in the appendix to this report.

Taxation of Railroads.

The ability of the distinguished gentlemen constituting this committee entitles their report to far more than ordinary consideration. The laws of all the States of the Union, as well as from Canada, England, Belgium, Holland, Germany, France, Russia, Switzerland, and Austro-Hungary, relating to the taxation of railroads, were collected and carefully examined, and the conclusion was unanimously reached "that of all the systems of taxation examined by them, those in use in England, among the countries of Europe, and in Michigan and Wisconsin, among the states of the Union, seem to them most intelligent and in conformity with correct principles. The Michigan and Wisconsin systems would seem to be especially commendable."

The complimentary manner in which the committee has alluded to the railroad taxation laws of Wisconsin and Michigan, as being the best of the world, is certainly a very high compliment to those who have had the framing of those statutes, the more particularly to our own state, as the draft of the law which the committee recommends for adoption by all the states, is in almost the identical language of our own statute. Following is the draft of law alluded to:

SEC. I. Every corporation, person or association owning or operating any railroad or any portion thereof in this state shall on or before the day — of — in each year pay to the state treasurer an annual tax upon the gross receipts of said railroad, computed in the following manner, viz.: Upon all gross receipts not exceeding — thousand dollars in amount per mile of road actually operated, — per cent. of such gross earnings; upon such gross receipts in excess of — thousand dollars per mile so operated, — per cent. thereof; which shall be in lieu of all other taxes upon the property, capital stock or evidences of indebtedness of such corporations, except such real estate as lies outside of the location for a right of way exclusively, not exceeding — rods in width.

SEC. II. The real estate lying outside of such location, shall be liable to taxation in the same manner as other real estate in the same place.

SEC. III. When a railroad lies partly within and partly without this state, there shall be paid into the state treasury such proportion of the tax imposed by the first section of this act, as the length of its operated road in this state bears to the whole length thereof.

Railroad Returns and Reports.

THE ST. CROIX LAND GRANT.

The litigation over the St. Croix land grant, which has been so long pending, and which has had the effect to retard, in some degree, the building of the road from Lake St. Croix to Bayfield, has resulted in a decision by the United States Circuit Court, for the Western District of Wisconsin, favorable to the North Wisconsin Railroad Company, and the Wisconsin Railroad Farm Mortgage Land Company, and adversely to the Madison & Portage Railroad Company and the West Wisconsin Railroad Company. The opinion of Judge Harlan is given in the appendix. I am advised by James Campbell, the President of the Madison & Portage Company, that an appeal will be taken to the United States Supreme Court.

RAILROAD RETURNS AND REPORTS.

The date when railroad companies should make their reports to the commissioners of railroads, was fully considered at the Saratoga convention, and a form of blank upon which the returns should be made was adopted. It was recommended that the railroad year should close June 30, and returns be made for the year ending that date. It is a matter of considerable labor for the officers of railroad companies to prepare the reports they are required to make to the several state commissioners. Many of their roads run through several states, each of which may have a different time at which the reports shall be made, and so it happens that the companies are required to make many reports where but a single one would answer. The 30th of September has been the time for closing the railroad year in this state, and the several companies have been required to make their returns to this office at an early day as possible after that date, but it has been found wholly impracticable to get all companies to make prompt returns, although the most of them have done so. Until all the returns are received but little progress can be made in the tabulations, which alone present results of particular value to the public, and of course the commissioner can do nothing toward the preparation of his own report until the tabulations are made.

The last return embodied in the present report was not received

Reports to Stockholders.

until December 13. This has left less than a month for the preparation and printing of the report in season to have it upon the desks of the members at the opening of the legislature. It is hardly necessary to say that this is not sufficient time for tabulating, digesting and reviewing the returns as thoroughly as could be desired. I have concurred, therefore, in recommending June 30 as the date for closing the general railroad report for the year. Supplemental reports, pertaining to the more important transactions of railroads, can be called for and given to the public with very small labor to the secretaries and auditors of the roads. This method will preserve all the essential benefits of the plan which has heretofore prevailed, and at the same time save much labor and expense, and enable the commissioner to review the reports far more carefully and completely than he otherwise could do. No legislation is necessary, in this particular, as the commissioner is authorized by existing statutes to call for reports and returns at such times as he may require.

REPORTS TO STATE TREASURER AND COMMISSIONER.

Section 1211 of the revised statutes requires railroad companies to make returns to the state treasurer of the gross earnings of their roads, and other specified matters, to enable the treasurer to determine the amount of license fees such companies shall pay. Section 1795 requires the railroad commissioner to obtain the same information and report it to the state treasurer, thereby entailing upon companies the labor and expense of preparing duplicate reports intended to cover a single object. I recommend that one of these reports be dispensed with and the statutes be so amended that but one report will be required.

REPORTS TO STOCKHOLDERS.

Section 1843 requires railroad companies to make reports to their stockholders of various matters therein enumerated. The concluding portion of subdivision 13 of said section requires a certified copy of such report to be filed with the railroad commissioner. This requirement has been complied with by the leading companies, but several of the smaller ones have failed to file any report in this office, and it is doubtful if they have made the report, contem-

Liability for Injuries to Employees.

plated by the statute, to their stockholders. The commissioner will expect a full compliance with the statute, in this important particular, in the future.

RAILROAD MAP.

I have caused to be engraved and printed, and bound in this report, a carefully prepared railroad map of the state, showing all the lines of road built up to the commencement of the present year. The reports of the commissioners of most states includes such a map, and I have deemed it of sufficient importance to have one prepared for Wisconsin. It will be found of great convenience to all who have occasion to consult the present, or investigate the future, railway system of our state.

LIABILITY FOR INJURIES TO EMPLOYEES.

Section 1816 of the revised statutes, makes railroad corporations liable for injuries to employees caused by the negligence of other employees. This statute is looked upon with great disfavor by the the railroad corporations, as "class legislation," and its validity has been strenuously resisted in all of the courts of this state, but its constitutionality and binding force upon the corporations has uniformly been held by the circuit courts, and finally, by the supreme court, to which an appeal was taken. It was supposed that the decision of the latter court would be accepted as final, and as fully determining the liability of corporations within the purview of that section, but in the case of *Dittberner vs. The Chicago, Milwaukee & St. Paul road*, wherein a judgment against the defendant, given by the Columbia county circuit court, was affirmed by the supreme court, an appeal has been taken to the United States supreme court. If this appeal were taken for the purpose of delay, or to render it impossible or difficult for the plaintiff to follow his case to that court, the proceedings could not be too strongly condemned; but I have no doubt the appeal was taken in good faith, and with a legitimate desire to obtain the opinion of the highest court of the land upon a point that is of great moment to the corporations. While it works a hardship in this particular case, the importance to the public and the corporations, of the interests involved in this statute, justifies the course

Conclusion.

taken, and it is to be hoped that this matter, important alike to all concerned, may be set at rest, for all time, by the opinion of the supreme court of the United States.

CONCLUSION.

Very few complaints have been made to this office against railroad corporations for charging greater rates than is allowed by law. In a few cases such complaints were made under the supposition that the original tariff rates, prescribed by the "Potter law," were still in force. The more general idea prevails that there is, under the "Vance law," no limitation whatever upon the rates that may be charged. It seems to be proper, therefore, to state in this connection, that the Chicago, Milwaukee & St. Paul, and the Chicago & Northwestern roads, and all roads owned, leased or operated by them, are prohibited (section 1803, R. S.) from demanding, collecting or receiving a greater compensation for the transportation of persons or property than is fixed for corresponding distances in the published schedule of the tariff rates therefor of the Chicago, Milwaukee & St. Paul Railway, which was in force on the 15th day of June, 1872. There is no limitation whatever upon other companies except the general provision that no railroad corporation shall charge an unreasonable price for the transportation of persons or property, and shall make no greater charge for the transportation of the property of any person, company or corporation, than is charged any other person, company or corporation for *a like service*, but it rarely happens that the conditions of different transportation services are alike.

It is true that a general and wide-spread feeling prevails that there is too great a difference between "local" and "through" freights, and one is constantly hearing the cost of getting goods from New York to Chicago and Milwaukee, compared to what it costs to get the same goods carried fifty or a hundred miles into the interior. It is accepted as a matter of course that the rates to Chicago and Milwaukee are sufficiently remunerative, and it is claimed that the rates to the interior are, therefore, unreasonable and exorbitant. So while the great difference between the rates is known, the cause or necessity for it is little understood.

Conclusion.

The close competition between railroad corporations for the business offered at competing points has reduced the rates for carrying from such points to the merest fraction over working expenses. It would be wholly impossible to do all the business of the roads at a corresponding rate, and earn any surplus over operating expenses to meet interest accounts, much less pay dividends, and so for the small profits received from business offered at competing points, the railroads are forced to make up — “recoup,” I believe they call it — on business obtained at points from which there is no competition.

The local shipper naturally objects to being compelled to make up what somebody else, in his estimation, ought to pay, for it is to be presumed that all fair-minded men are willing that the railroads shall earn reasonable profits. But there is no way by which local freights can be reduced, unless the railroads can earn more revenue on business obtained at competing points, and that they cannot do unless they combine or “pool their business,” and probably there is nothing to which the public is more hostile than they are to these pooling arrangements or combinations. Much of this hostility might not exist to the degree it does, if the public were better informed of all the purposes of the combinations. At all events, the railroad managers assure the public that it is necessary, and all all right, and in their interest, as they will presently see. So they have seen freight rates advanced from time to time, but have not as yet, I believe, discerned that they have been reduced from non-competing points, or that there was any reason, in justice, for the advance, and so the dissatisfaction continues, for the rates that have prevailed at non-competing points have only been justified on the ground that they were necessary to make up for their inability to earn what they were fairly entitled to at competing points.

Wisconsin farmers, however, would do well to bear in mind that they, least of all, can afford to demand a *pro rata* tariff to the seaboard. Their local freights are but little, if any, in excess of the local rates which prevail in the New England and eastern states, and through rates between Chicago and New York, which were in force before the advances in rates last fall, enabled the western

Conclusion.

farmer to market his produce almost as cheaply as the farmer of western New York could do. Indeed, our dairymen could have the products of their factories delivered at Liverpool, quite as cheaply as the factory men of Central New York or the Western Reserve could do. On this same subject, the Iowa commissioners, in their recent report, used the following language:

"In the states of New York, Pennsylvania, Delaware and Maryland the farmer can urge with some show of reason that the value of his lands has been reduced by the cheap through rates from the west, and may insist that his freight shall be carried *pro rata* with the through freight. The English farmer complains that, by reason of cheap through transportation, the products of the Mississippi valley, have driven him out of his own market, and demands for his protection the re-enactment of the corn laws and the reduction of rates. There is no subject in England to-day that so seriously affects the public mind as this. The same thing is true of our eastern states. The value of farms has been reduced in ten years about fifty per cent., or has followed the reduction of rates in our through transportation lines, the per centage being about the same. That these people should demand *pro rata* rates that would give their property a value in proportion to its nearness to market, is certainly natural and to be looked for in their legislation; but for the people of Iowa, a state, that but for its railroads would to-day have been settled but little more than along its rivers, to demand and require the principle of prorating per mile for all distances, seems to us suicidal. Followed as naturally might be expected by the states east of us, we soon would have demonstrated that, what was a low rate within one hundred miles of New York, Philadelphia or Baltimore, *pro rata* to the capital of Iowa, would be more in value per hundred pounds than any cereal that we can raise on our soil. We have treated this question from purely an agricultural standpoint, eighty-three per cent. of the transportation reported to us being agricultural products or pertaining to them." What is true of Iowa is equally true of Wisconsin.

— In conclusion I desire to bear cheerful testimony to the general good condition of the several railroad lines of this state. Our principal lines, in track, equipment and management, are second to

Conclusion.

none in the United States, and the managers of all the railroad properties of the state are omitting nothing in their efforts to bring their lines to the highest degree of excellence. An inspection of the reports of the several companies under the head of "Additions to Property Accounts," will disclose the extent and nature of the improvements which are being made. Iron rail, as it becomes unsuitable for use, is being very generally replaced with steel; wooden bridges are all giving place to iron structures as fast as there is occasion for rebuilding them. Greater facilities are being afforded shippers in the way of new stock-yards, depots and freight cars.

The financial condition of the several roads is fully exhibited elsewhere. Nearly all of them are paying their interest accounts, and those that are not are making such a disposition of their affairs as will enable them to do so in the future, without sacrifice of property. The principal roads are also able to declare dividends on stock. Taking all the railroad property of the state, however, and considering it as a whole, it cannot be said that it is yielding the profit to its owners that capital generally produces, and what would cheerfully be accorded to it, by a just and fair-minded people, if rates for its use could be fairly equalized. There is no purpose, however, to increase freights, but the owners of roads that are not paying at present, are looking hopefully to the future, when their lines of road shall be completed, and their systems perfected by extensions and new connections, and the territory traversed by them shall settle up and furnish the additional volume of business they are prepared to care for, without much additional expense, to reimburse and recompense them, in some degree, for the investments they have made in our midst.

I have to thank the managers of the several roads of the state, and all the gentlemen associated with them in the railway offices with whom I have been brought in contact, for the courtesies and assistance they have uniformly extended to me in conducting the affairs of this department, and their prompt responses to all inquiries for information.

Attest:

Respectfully submitted,

J. H. FOSTER,
Clerk.

A. J. TURNER,
Commissioner.

RETURNS
OF
WISCONSIN RAILROADS
FOR THE
YEAR ENDING SEPTEMBER 30, 1879.

FORM OF RULES FOR KEEPING RAILROAD ACCOUNTS,

As agreed upon by Railroad Commissioners and Railroad Accountants at a meeting of the R. R. Commissioners of the different States, held at Saratoga Springs, June 11, 1879.

- I. All liabilities (including interest on funded debt) shall be entered upon the books in the month when they are incurred, without reference to date of payment.
- II. Expenses shall be charged each month with such supplies, materials, etc., as have been *used* during that month, without reference to the time they were purchased or paid for.
- III. No expenditure shall be charged to property accounts, except it be for actual increase in construction, equipments or other property, unless it be made on old work in such a way as to clearly increase the value of the property over and above the cost of renewing the original structures, etc.
In such cases, only the amount of increased cost shall be charged, and the amount allowed on account of the old work shall be stated.
- IV. Mileage of passenger and freight trains shall include only the miles shown to be run by distances between stations; allowances made to passenger or freight trains for switching, and all mileage of switching engines, computed on a basis of eight miles per hour for the time of actual service, shall be stated separately.
- V. Season ticket passengers shall be computed on the basis of twelve passengers per week for time of each ticket.
- VI. Local traffic shall include all passengers carried on local tickets, and all freight carried at local tariff or special local rates.
All other traffic shall be considered through.

REPORT
OF THE
WISCONSIN VALLEY RAILROAD COMPANY
For the year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Hon. James F. Joy.....	Detroit, Mich.
Secretary and Treasurer.	Chas. Merriam.....	Boston, Mass.
General Superintendent.	F. O. Wyatt.....	Tomah, Wis.
Assistant Superintendent	C. H. Warren	Tomah, Wis.
Assistant Treasurer	W. R. Morrison	Tomah, Wis.

1. General offices at Tomah, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
James F. Joy	Detroit.....	W. J. Rotch.....	Boston.
S. Bartlett	Boston	F. Bartlett	Boston.
N. Thayer	Boston	N. Thayer, Jr....	Boston.
J. A. Burnham, Jr...	Boston	Thos. B. Scott....	Gr. Rapids, Wis.
H. H. Hunnewell...	Boston	Alex. Stewart	Gr. Rapids, Wis.
J. N. Denison.....	Boston		

- [2. Date of annual election of officers, second Wednesday in June.
3. Name and address of person to whom correspondence concerning this report should be directed, F. O. Wyatt, Sup't, Tomah.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1879.

1. Total income.....	\$203,976 54
2. Operating expenses.....	129,423 28
3. Excess of income	74,554 36
4. Taxes, included in operating expenses.	
5. Rentals (specifying amount to each company), None.	
6. Interest accrued during the year.....	\$103,867 57
Less paid.....	31,780 00
	<u>72,087 57</u>
[7. Dividends declared. None.	

Wisconsin Valley Railroad Company.

CAPITAL STOCK.

Capital stock authorized by charter.....	\$3,000,000 00
How many kinds of stock at date of last report? One, common.	
Amount of common stock at date of last report	60,000 00
Amount of preferred stock at date of last report....	none.
Total capital stock at date of last report.....	60,000 00
How much common stock has been issued since date of last report?	122,000 00
For what purpose, and what was received therefor? \$67,000 to pay old construction accounts; \$55,000, exchanged for equal amount of Lincoln county bonds to aid in construction to Jenny.	
How much preferred stock has been issued since date of last report?	none.
Total amount of stock now outstanding	\$182,000 00
Amount of stock per mile of road (exclusive of sidings), on basis 110 miles to Jenny.....	1,654 50

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

Name of Bonds.	Interest, where and when payable.	Rate of Interest.	Amount.
First Mortgage 8 per cent ...	Boston, Mch. & Sept., '73	8 per ct.	1,795,200 00
Principal payable	Boston, March 1, 1893.		

* The reorganization of the Company is now in process, when bonded debt will be reduced and interest made 7 per cent.

2. Total bonded indebtedness.....	1,795,200 00
4. Amount per mile of road on basis of 90 miles to Wausau ..	20,222 22
5. No. of miles of road on which computations are made (on whole line)	90
7. Net cash realized from sale of bonds....	1,432,000 00
8. Amount of unfunded and floating debt	none
9. Aggregate of capital stock; funded and unfunded debt....	1,977,200 00
11. Amount of funded and unfunded debt per mile, on basis of 110 miles to Jenny.....	17,974 05

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:	
Nothing out—unpaid vouchers	\$2,760 74
Total.....	\$2,760 74

Wisconsin Valley Railroad Company.

QUICK ASSETS.

1. Specify particularly:	
Cash	\$5,079 97
Total	<u>\$5,079 97</u>

ANALYSIS OF EARNINGS.

1. From passengers:	
2. through passengers (to and from other roads)	
3. express, and extra baggage	\$1,088 37
4. mails	4,081 44
5. other sources, passenger department	358 03
6. Total earnings from passenger department	49,786 18
7. local freight	
8. through freight (to and from other roads)	
9. other sources, freight department	
10. Total earnings from freight department	154,190 36
11. Total transportation earnings	<u>\$203,976 54</u>
12. Rents for use of road	
13. Income from all other sources (specifying same)	none
14. Total income from all sources	<u>203,976 54</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	5,720 04
2. Legal expenses	2,162 55
3. Insurance	140 00
4. Stationery and printing	91 42
5. Outside agencies and advertising	680 10
6. Contingencies and miscellaneous	928 48
7. Repairs of bridges (including culverts and cattle guards) ..	7,292 46
8. Repairs of buildings	178 60
9. Repairs of fences, road-crossings, and signs	
10. Renewal of rails	12,596 18
[No. tons laid	370.]
11. Renewal of ties	10,500 00
[No. laid	36,000.]
Rent of track	100 00
12. Repairs of road-bed and track	23,118 09
Bridge service	981 25
13. Repairs of locomotives	4,543 77
14. Fuel for locomotives	11,880 75
15. Water supply	2,945 74
16. Oil and waste	1,704 60
17. *Locomotive service	9,809 75
18. Repairs of passenger cars	1,882 95
19. Train service	6,880 02
20. Passenger train supplies	335 40
21. †Mileage passenger cars	
22. Repairs of freight cars	7,947 92
23. *Freight train service	
24. Freight train supplies	

*Salaries and wages.

†Debit balances.

Wisconsin Valley Railroad Company.

25. †Mileage freight cars.....	790 00
26. Telegraph expenses.....	41 40
27. Loss and damage, freight and baggage.....	263 76
28. Loss and damage, property and cattle.....	1,583 75
29. Personal injuries.....	121 75
30. *Agents and station service.....	8,481 00
All other expenses not above enumerated.....	3,874 79
31. Station supplies	427 14
32. Total operating expenses, being 63 per cent. of earnings..	127,403 66
33. Taxes.....	2,018 52
	<hr/>
	\$129,422 18
	<hr/>

**MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPT. 30, 1879.**

MONTHS.	Passengers.	Freight.	Mails, Express, and all other sources. Passenger Depart- ment.	Total.
1878.				
October....	\$4,542 30	\$17,195 67	\$410 80	\$22,148 77
November..	3,872 91	12,856 31	401 57	17,130 79
December..	3,115 09	7,184 42	389 16	10,688 67
1879.				
January ...	2,637 63	6,635 32	371 93	9,644 88
February ..	2,123 17	7,376 49	424 57	9,924 23
March	3,534 35	10,666 52	415 91	14,616 78
April	3,965 90	10,545 56	414 15	14,925 61
May	3,878 06	13,773 50	418 64	18,070 20
June	3,591 58	16,278 91	496 03	20,366 52
July	4,093 37	15,068 83	488 07	19,650 27
August	4,050 33	16,728 02	488 26	21,266 61
September..	4,903 66	19,880 81	758 74	25,543 21
Totals ...	\$44,308 35	\$154,190 36	\$5,477 83	\$203,876 54

* Salaries and wages.

Wisconsin Valley Railroad Company.

MONTHLY EXPENSES.

MONTHS.	Operating ex- penses and taxes.	Rentals.	Interest.
1878.			
October	\$9,417 64	None.	.....
November	10,630 11	.....	.....
December	6,461 29	.....	.....
1879.			
January	6,899 22	.....	\$31,780 00
February	6,979 08	.....	.....
March	11,273 63	.....	.....
April	14,145 72	.....	.....
May	10,744 11	.....	.....
June	10,648 99	.....	.....
July	11,910 87	.....	.....
August	13,953 83	.....	.....
September	16,358 19	.....	.....
Totals	\$129,422 18	.....	\$31,780 00

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING
THE YEAR.

1. Grading and masonry.....	\$10,045 61
2. Bridging.....	882 80
3. Superstructure, including rails.....	.....
4. Land, land damages and fences....	3,474 96
5. Passenger and freight stations, wood sheds and water stations.....	651 77
6. Engine houses, car sheds and turn-tables.....	.....
7. Machine shops.....	.....
8. Engineering, agencies, salaries, and other expenses during construction	6,261 94
9. Purchase of other roads (specifying same):	
Capital stock, old construction debts.....	\$67,000
Capital stock, exchange for an amount of Lin- coln county bonds.....	55,000
	122,000 00
16. Other expenditures charged to property account (specify- ing same). None.	
16. Total expenditures charged to property account.....	\$148,817 08

Wisconsin Valley Railroad Company.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878.....	\$1,789,640 84
2. Paid for construction during the year, as per construction account on page 10	143,817 08
3. Paid for equipment during the year, as per equipment ac- count on page 10	none.
4. Total expended for construction and equipment during the year ending Sept. 30, 1879.....	<u>143,817 08</u>
5. Total cost of entire line to date, Sept. 30, 1879.....	<u><u>\$1,932,957 92</u></u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of per- sons em- ployed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	3	\$1,300 00	\$3,900 00
Clerks in general offices	2	600 00	1,200 00
Agents, and clerks at all stations	13	650 00	8,450 00
Master, and skilled mechanics.....	1	1,440 00	1,440 00
Helpers in shops .....	.....	.....	.....
Conductors	4	840 00	3,360 00
Engineers.....	5	1,080 00	5,400 00
Firemen and wipers	4	600 00	2,400 00
Brakemen	7	540 00	3,780 00
Flagmen, switchtenders, gatekeepers and watchmen.....	4	480 00	1,920 00
Section foremen	10	.....	6,000 00
Section laborers	50	360 00	18,000 00
All other employes.....	25	600 00	15,000 00
Wipers	4	600 00	2,400 00
			<u>\$73,250 00</u>

Wisconsin Valley Railroad Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Construction of road ..	\$1,789,984 18	Capital stock	\$182,000 00
Equipment	306,182 27	Mortgage bonds	1,795,200 00
Profit and loss	298,268 19	Donation account	7,750 00
Cash	5,079 97	Land account	20,500 00
Foreign ticket account		Bond script	33,700 00
(Balance due)	4,087,57	Unpaid vouchers	2,760 74
Supplies	12,795 74	Earnings	154,008 31
Operating expenses ..	103,913 14	Knowlton Ex. S. fund	89,805 43
Construction	124,193 31	Unpaid coupons	564,790 00
Interest account	103,502 29	J. M. Smith, Land Agt	10,000 00
Construct'n (Jenny Ex)	18,780 43	First Mgt. 7 per cent.	
H.H. Hunnewell, Tr. ac	35,505 42	bond coupon acc...	700 00
Bills receivable	10,000 00	Cash in Boston	28 04
	\$2,811,242 51		\$2,811,242 51

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

NAME OF DIVISION OR BRANCH.	To.	From.	Wis. Miles.	Total Miles.
Main line	Wausau	Tomah	89 $\frac{9}{16}$	89 $\frac{9}{16}$
Division of branches	None.			
Length of single track owned			89 $\frac{9}{16}$	.....
Sidings			12	.....
Total miles of track owned, including second track and sidings			101 $\frac{9}{16}$	.....

Number of junction stations:

Four.

What is the gauge of your lines?

Four feet eight and one-half inches.

Wisconsin Valley Railroad Company.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage and Tonnage.

MILEAGE.

1. Number miles run by passenger trains.....	55,980
2. Number miles run by freight and mixed trains.....	63,700
3. Number miles run by wood, gravel and construction trains..	11,000
4. Mileage of switching trains.....	
5. Total mileage.....	130,680

PASSENGERS CARRIED.

6. Total number of passengers carried.....	87,693
7. Total number of passengers carried one mile (eastward).....	
8. Total number of passengers carried one mile (westward).....	
9. Total number of passengers carried one mile.....	869,970
10. Rate per passenger per mile.....	5 cents
11. Average distance traveled by each passenger.....	23 miles

TONNAGE OF FREIGHTS CARRIED.

FREIGHTS.	TONS.	POUNDS.
1. Grain	1,986	.07
2. Flour.....	866	.57
3. Provisions	585	.52
4. Salt, cement, water, lime and stucco	790	.39
5. Mfrs., incl. ag'l implem'ts, furniture and wagons.	265	.77
6. Live stock.....	165	.00
7. Lumber and forest products.....	95,694	735
8. Iron, lead, and mineral products.....	27	85
9. Stone, brick, lime, sand, etc.....	345	6
10. Coal	130	77
11. Merchandise and other articles.....	6,587	415
12. All other freights not above enumerated	1,154	015
13. Total freight in tons	108,599	205
14. Number of tons of freight carried one mile.....	6,218,085	715
15. Number of tons of freight carried (eastward)....	12,193	175
16. Number of tons of freight carried (westward)....	96,406	08
17. Av. rate per ton per mile on all freights carried.	2	.03
18. Average rate per ton per mile on local freight....		

AVERAGE PRICE PER TON PER MILE ON FREIGHTS FOR A SERIES OF YEARS.

1875.....	4.1 ¹ / ₁₀₀ cents.
1876.....	2.9 ¹ / ₁₀₀ cents.
1877.....	2.4 ¹ / ₁₀₀ cents.
1878.....	2.5 ² / ₁₀₀ cents.
1879.....	2.1 ¹ / ₁₀₀ cents.

Wisconsin Valley Railroad Company.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	\$1,713 22
2. Earnings per mile of road on passengers	492 30
3. Earnings per mile of road on mails, express and all other sources.....	60 88
4. Total earnings per mile.....	<u>\$2,266 40</u>
5. Net earnings per mile	828 38
6. Earnings per train mile run, on freight.....	2 42
7. Earnings per train mile run on passengers.....	88
8. Earnings per train mile run, on mails, express and all other sources.....	09
9 Net earnings per train mile.....	57
10 Of the earnings of the entire line, what is the ratio of passengers to the freight? Answer: As 1 to 3.09.	
11. What is the rate of passenger per mile? Five cents.	
12. Number of passengers carried one mile	869,970
13. Number of miles of operated road upon which above estimates are based.....	90

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

1. Average operating expenses per mile of road.....	\$1,438 02
2. Average operating expenses per train mile.....	99
3. Cost of maintaining track and bridges per mile, 90 miles ...	466 02
4. Cost of repairs of engines per mile run	8 45
5. Cost of engineers and firemen per mile run	6 34
6. Cost of oil and waste per mile run.. .....	.0007
7. Cost of fuel per mile run.....	<u>8 01</u>

*EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS AND OF EXPENSES PAID.

Gross earnings	\$208,976 54
Deduct operating expenses and taxes.....	<u>129,422 18</u>
Leaving net earnings.....	\$74,554 36
Amount of rentals paid. None.	
Amount of interest paid.....	\$31,780 00
Total of rentals and interest paid.....	<u>31,780 00</u>
Balance	<u>\$42,774 36</u>
Dividends paid, none.	

*The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interests "accrued," and this gives the amounts "paid."

Wisconsin Valley Railroad Company.

EQUIPMENT.

Number of locomotives ^a	5
Number of passenger cars	4
Number of baggage, mail, and express cars.....	2
Number of parlor or sleeping cars.....	..
Number of freight cars (basis of 8 wheels)	343
Number of other cars	3

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$52 per mile of road.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
One and one-half; first-class rates; American Ex. Co.; take freights at depots; no other arrangements.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what condition as to rates, use of track, machinery, repairs of cars, etc.?
None.

SLEEPING CARS.

4. Do sleeping cars run on your road?
No.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
No.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report?
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies?
None.

Wisconsin Valley Railroad Company.

11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?

No.

12. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquor? If so, what is it, and is it enforced?

Total abstinence. Yes.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other lands been granted your company since the date of your last report? If so, how many acres?

No.

2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly, or indirectly, since date of last report?

No.

- | | |
|--|------------|
| 3. What number of acres sold and conveyed since date of your last report..... | 21,448.95 |
| 4. Average price, per acre, realized | \$1 50 |
| 5. Number of acres now held by company..... | 148,939.91 |
| 6. Average price asked for lands now held by company | \$2 50 |
| 7. Amount of land sold, but not conveyed, under contracts now in force | 36,483.59 |
| 8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report..... | \$8,837 19 |
| 9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report.. | 5,593 12 |
| 10. What amount of cash received, principal and interest, on contracts forfeited, since date of last report.... | None. |
| 11. Whole amount of cash received for stumpage, trespasses, etc., since date of last report..... | \$3,258 07 |
| 12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report..... | 14,430 31 |
| 13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time..... | 151,877 40 |
| 14. What is the amount now due to the company on lands sold. | 63,030 81 |

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?

None.

2. Amount of city, county and town aid granted to company in exchange for stock, or otherwise?

\$55,000 in county bonds voted by Lincoln county in exchange for for equal amount of stock.

3. Total cash realized from donations and aid, since date of last report?

None.

Wisconsin Valley Railroad Company.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT. Give name of person, date and place of accident.	EMPLOYEES.		OTHERS.	
		By their own misconduct or want of caution.		By their own misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.
1	Frank Johnson, brakeman, switching.....	1	.....	.....	.....
1	Richard Mullen, coupling cars .....	.....	1	1	.....
1	T. Foley, brakeman, fingers jammed.....	.....	1	.....	.....

NUMBER AND KIND OF FARM-ANIMALL KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount Paid.
1. Cattle.....	29	\$540 50
2. Horses.	5	245 00
3. Mules.....	.....	.....
4. Sheep.....	1	2 50
5. Hogs	2	5 00
6. Total.....	37	\$793 00

7. Amount claimed yet unsettled, or in litigation \$———

STATE OF WISCONSIN, *County of Monroe*, ss.

C. H. Warren, Assistant Superintendent, and W. R. Morrison, Assistant Treasurer, of the Wisconsin Valley Railroad company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

{ SEAL. }

Signed,

C. H. WARREN,
W. R. MORRISON.

Subscribed and sworn to before me this 31st day of October, A. D. 1879.

{ SEAL. }

J. O. WARRINER,
Justice of the Peace

Chippewa Falls and Western Railway Company.

REPORT
OF THE
CHIPPEWA FALLS AND WESTERN RAILWAY COMPANY.

For the year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Horace Thompson	St. Paul, Minn.
Vice President	W. P. Bartlett	Eau Claire, Wis.
Secretary	L. C. Stanley	Chippewa Falls, Wis.
General Manager	L. C. Stanley	Chippewa Falls, Wis.
Managing Director	Thad C. Pound	

NAMES OF DIRECTORS.

Residence.

Thad C. Pound	Chippewa Falls.
Horace Thompson	St. Paul.
L. C. Stanley	Chippewa Falls.
W. P. Bartlett	Eau Claire.
D. E. Seymour	Chippewa Falls.
A. K. Fletcher	Chippewa Falls.
H. S. Allen	Chippewa Falls.

EXECUTIVE COMMITTEE.

HORACE THOMPSON, W. P. BARTLETT, L. C. STANLEY.

- Date of annual election of directors.
Last Monday in November.
- Name and address of person to whom correspondence concerning this reports should be directed.
L. C. Stanley, Chippewa Falls.

GENERAL EXHIBIT FOR THE YEAR ENDING SEP. 30, 1879.

1. Total income	\$27,235 27
2. Operating expenses	13,557 95
3. Excess of income	13,677 32
4. Taxes	259 13
6. Interest accrued during the year	
On funded debt	\$9,240 00
On other debt	1,120 66
8. Balance for the year, September 30, 1879, Cr. balance	3,057 53

Chippewa Falls and Western Railway Company.

CAPITAL STOCK.

Capital stock authorized by charter.....	160,000 00
How many kinds of stock at date of last report?.....one	
Amount of common stock at date of last report.....	148,200 00
Total capital stock at date of last report.....	148,200 00
How much common stock has been issued since date of last report.....	none
Amount of stock per mile of road (exclusive of sidings).....	18,862 00

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue.	Rate of interest.	AMOUNT.
First Mortgage, Gold	Thirty Years.	1874	7	132,000 00
2. Total bonded indebtedness.....				132,000 00
4. Amount per mile of road.				12,753 25
5. No. of miles of road on which computation sare made...				10 85
7. Net cash realized from sale of bonds.....				112,200 00
8. Amount of unfunded and floating debt				13,374 81
9. Aggregate of capital stock; funded and unfunded debt...				288,574 81
10. Amount of funded and unfunded debt per mile				14,000 00

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:
 Call loan, New York..... 13,374 81

QUICK ASSETS.

1. Specify particularly:
 None.

ANALYSIS OF EARNINGS.

1. From local passengers	\$18,971 48
2. From through passengers (to and from other roads), all local.	
3. From express and extra baggage	830 40
4. From mails	295 20
5. From other sources, passenger department. None.	

Chippewa Falls and Western Railway Company.

6. Total earnings from passenger department, mail and express	\$14,597 08
7. From local freight, all local.....	12,638 19
8. From through freight (to and from other roads). None.	
9. From other sources, freight department. None.	
10. Total earnings from freight department.....	12,638 19
11. Total transportation earnings	27,235 27
12. Rents for use of road. None.	
13. Income from all other sources (specifying same). None.	
14. Total income from all sources	<u>\$27,235 27</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$1,200 00
2. Legal expenses.....	None.
3. Insurance.....	24 00
4. Stationery and printing.....	209 55
11. Renewal of ties	1,110 18
[No. laid.....4,260]	
12. Repairs of road-bed and track	1,920 00
13. Repairs of locomotives.....	281 18
14. Fuel for locomotives	1,142 69
15. Water supply.....	
16. Oil and waste	250 00
17. *Locomotive service.....	1,980 00
18. Repairs of passenger cars.....	197 37
19. *Passenger train service.....	1,860 00
20. Passenger train supplies.....	
21. † Mileage passenger cars	
22. Repairs of freight cars.....	197 68
23. *Freight train service. Run mixed trains included in 19.	
24. Freight train supplies	
25. † Mileage freight cars	
26. Telegraph expenses.....	
27. Loss and damage, freight and baggage	
28. Loss and damage, property and cattle	5 00
29. Personal injuries.....	
30. *Agents and station service	3,180 00
31. Station supplies	
32. Total operating expenses, being 49½ per cent. of earnings	<u>\$13,557 95</u>
33. Taxes.....	259 13
44. Total operating expenses and taxes, being 50½ per cent. of earnings.....	<u>\$13,817 08</u>

* Salaries and wages.

† Debit balances.

Chippewa Falls and Western Railway Company.

**MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPTEMBER 30, 1879.**

MONTHS.	Passengers.	Freight.	Mail, express, and all other sources. Passenger De- partment.	Total.
1878.				
October ...	\$1,050 00	\$1,644 18	\$46 25	\$2,740 43
November ..	1,189 10	1,635 07	51 47	2,825 64
December...	1,160 30	1,791 83	47 31	2,999 44
1879.				
January ...	662 00	834 67	41 37	1,538 04
February ..	570 25	458 60	35 44	1,064 29
March	1,278 10	587 18	45 54	1,910 82
April	1,472 50	684 63	60 05	2,217 18
May	1,466 20	920 19	53 67	2,440 06
June	1,409 43	1,020 95	60 46	2,490 84
July	1,320 30	943 92	50 08	2,314 30
August	1,186 87	876 00	53 81	2,116 68
September .	1,256 43	1,240 97	80 15	2,577 55
Totals ...	\$18,971 48	\$12,638 19	\$625 60	\$27,235 27

MONTHLY EXPENSES.

MONTHS.	Operating ex- penses and taxes.	Rentals.	Interest.	Total.
1878.				
October	\$1,269 57	None.	.....	\$1,269 57
November	1,386 22	.....	\$4,631 31	6,017 53
December	1,171 60	.....	.....	1,171 60
1879.				
January	1,071 23	.....	587 79	1,659 02
February	1,100 78	.....	16 11	1,116 89
March	979 90	.....	40	980 30
April	1,053 61	.....	19 85	1,073 46
May	1,194 25	.....	4,620 40	5,814 65
June	1,162 46	.....	.....	1,162 46
July	1,069 87	.....	477 40	1,547 27
August	1,238 68	.....	.....	1,238 68
September	1,118 91	.....	19 30	1,188 21
Totals	\$13,817 08	.....	\$10,372 56	\$24,189 64

*Chippewa Falls and Western Railway Company.*PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING
THE YEAR.

4. Land, land damages and fences.....	\$318 37
5. Passenger and freight stations, wood sheds and water stations.....	30 04
Net addition to property account for the year.....	<u>\$348 41</u>

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878	\$182,744 98
2. Paid for construction during the year, as per construction account on page 10	348 41
5. Total cost of entire line to date, Sept. 30, 1879....	<u>\$183,093 39</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of per- sons. employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters			
Clerks in general office.....			
Agents and clerks at all stations.....	4	\$750 00	\$3,000 00
Master, and skilled mechanics.....			
Helpers in shops.....			
Conductors.....	1	1,000 00	1,000 00
Engineers.....	1	1,000 00	1,000 00
Firemen and wipers	2	480 00	960 00
Brakemen.....	1	480 00	480 00
Flagmen, switchtenders, gatekeepers, and watchmen			
Section foremen	1	480 00	480 00
Section laborers	5	360 00	1,440 00
All other employes.....	1	30 00	360 00

Chippewa Falls and Western Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Cost of road.....	183,093 39	Rec'd for stock subscribed.....	30,550 00
Inventory of supplies and material on hand	3,050 00	Rec'd for stock and bonds sold	112,383 56
		Floating debt.....	13,374 81
		Earnings to capital account.....	29,835 02
	186,143 39		186,143 39

CHARACTERISTICS OF ROAD.

ROADS OWNED.

Name of Division or Branch,	To	From	Total miles.
Main line:.....	Eau Claire	Chippewa Falls.....	10.35
Length of single track owned			10.35
Sidings .....			.65
Total miles of track owned, including 2d track and sidings			11.00

DOINGS OF THE YEAR IN TRANSPORTATION.

(Mileage and Tonnage.)

MILEAGE.

1. Number miles run by passenger trains	12,896
2. Number miles run by freight and mixed trains.....	6,448
3. Number miles run by wood, gravel and construction trains....	.....
4. Mileage of switching trains.	1,200
5. Total mileage	20,544

PASSENGERS CARRIED.

7. Total number of passengers carried.....	32,191
8. Total number of passengers carried one mile (eastward).....	145,250
9. Total number of passengers carried one mile (westward).....	144,680
10. Total number passengers carried one mile.....	289,930
11. Rate per passenger per mile.....	3.9
13. Average distance traveled by each passenger.....	9½

Chippewa Falls and Western Railway Company.

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	2,052	1,550
2. Flour	2,516	1,380
3. Provisions	414	1,520
4. Salt, cement, water lime and stucco.....	229	1,250
5. Manufacturers, including agricultural implements, furniture and wagons	189	850
6. Live stock.....	10	.....
7. Lumber and forest products.....	11	1,870
8. Iron, lead and mineral products .....	.....	.....
9. Stone, brick, lime, sand, etc	289	500
10. Coal	489	820
11. Merchandise and other articles.....	1,734	984
12. All other freights not above enumerated	1,073	1,243
13. Total freight in tons.....	8,961	1,467
15. Number of tons of freight carried one mile.....	277	791
16. Number of tons of freight carried (eastward).....	40	16
17. Number of tons of freight carried (westward)	49	45
18. Average rate per ton per mile on all freight carried.....	.....	045
19. Average rate per ton per mile on local freight.....	.....	Same.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile on freight.....	\$1,223 06
2. Earnings per mile of road on passengers	1,353 07
3. Earnings per mile of road on mails, express and all other sources	60 54
4. Total earnings per mile.....	\$2,635 67
5. Net earnings per mile	\$1,298 54
6. Earnings per train mile run, on freight.....	1 96
7. Earnings per train mile run, on passengers	1 07
8. Earnings per train mile run, on mails, express and all other sources	05
9. Net earnings per train mile.....	69
10. Of the earnings of the entire line, what is the ratio of passengers to the freight? Answer: As 52 to 48.	
11. What is the rate of passenger per mile.....	3.9
12. Number of passengers carried one mile	289,930
13. Number of miles of operated road upon which above estimates are based.....	10.35

Chippewa Falls and Western Railway Company.

MISCELLANEOUS OPERATING EXPENSES, STATISTICS.

1. Average operating expenses per mile of road.....	\$1,337 13
2. Average operating expenses per train mile.....	71½
3. Cost of maintaining track and bridges per mile.....	145 00
4. Cost of repairs of engines per mile.....	0.218
5. Cost of engineers and firemen per mile run.....	15.3
6. Cost of oil and waste per mile run.....	02
7. Cost of fuel per mile run.....	08

*EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings.....	\$27,235 27
Deduct operating expenses and taxes.....	13,817 08
Leaving net earnings.....	\$13,418 19
Amount of rentals paid.....	None.
Amount of interest paid.....	\$10,372 56
Total of rentals and interest.....	10,372 56
Balance.....	3,045 63
Leaving surplus.....	3,045 63

EQUIPMENT.

	Owned	Total.
Number of locomotives.....	1	1
Number of passenger cars.....	1	1
Number of baggage, mail, and express cars.....	1	1
Number of parlor or sleeping cars.....		
Number of freight cars, basis of 8 wheels.....	4	4
Number of other cars.....		

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Three hundred. Year.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American; 20c 100 lbs.; take freight at depot.

* The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interests "accrued," and this gives the amount "paid."

Chippewa Falls and Western Railway Company.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road?
None.
4. Do sleeping or dining cars run on your road?
No.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
None.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
None.
7. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report?
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?
No.
12. Have you made any reduction in such rates, from any station, since the passage of said chapter?
No.
13. Has your company any rule governing your Conductors, Engineers, Trainmen and Switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
Perfect sobriety required and no liquors allowed to be sold on the premises.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company?
No.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?
Nothing.
2. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report, giving particularly the town, village or city, together with the amount?
\$25,000 when road was built.
None since last report.

Chippewa Falls and Western Railway Company.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.

	<i>Number Killed.</i>	<i>Amount Paid.</i>
5. Hogs.....	2	\$5 00

STATE OF WISCONSIN—County of Chippewa—ss.

W. P. Bartlett, Vice President, and L. C. Stanley, Secretary and General Manager, of the Chippewa Falls and Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

{ SEAL }

Signed,

L. C. STANLEY,
W. P. BARTLETT.

Subscribed and sworn to, before me, a notary public, this 29th day of October, A. D. 1879.

{ SEAL }

JOHN J. JENKINS,
Notary Public,
Chippewa Co., Wis.

Mineral Point Railroad.

REPORT

OF THE

MINERAL POINT RAILROAD,

For the Year Ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	Names.	Address.
President	Luther Beecher....	Detroit, Mich.
Managing Director.....	George W. Cobb ..	Mineral Point, Wis.
Secretary and Solicitor.....	Calvert Spensley...	Mineral Point, Wis.
Auditor and General Freight and Ticket Agent.....	Albert W. Cobb....	Mineral Point, Wis.

1. General offices at.....Mineral Point, Wisconsin.

NAMES OF DIRECTORS.	Residence.
Luther Beecher.....	Detroit, Mich.
George W. Cobb.....	Mineral Point, Wis.
M. M. Cothren	Mineral Point, Wis.
Calvert Spensley.....	Mineral Point, Wis.
George S. Beecher.....	Detroit, Mich.

2. Date of annual election of directors, first Monday in July.
 3. Name and address of person to whom correspondence concerning this report should be directed.....Geo. W. Cobb, Managing Director, Mineral Point, Wis.....

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

1. Total income	112,886 00
2. Operating expenses and taxes	72,819 90
3. Excess of income	39,566 19
4. Taxes. Included in No. 2.....	
5. Rentals (specifying amount to each company.....	
6. Interest accrued and paid during the year.....	32,000 00
On funded debt.....	
On other debt.....	

Mineral Point Railroad.

7. Dividends declared	none
8. *Balance for the year—September 30, 1879—surplus applied toward payment of floating debt	7,566 19
	<u>39,566 19</u>

CAPITAL STOCK.

Capital stock authorized by charter. Main Line M. Pt. to Warren.....	\$1,500,000 00
¹ Proportionate amount of same for Wisconsin 31-33.....	1,409,090 90
How many kinds of stock at date of last report? Common only	
Amount of common stock at date of last report.....	1,200,000 00
Proportionate amount of same for Wisconsin 31-33.....	1,127,272 73
Amount of preferred stock at date of last report?	None.
Total capital stock at date of last report.....	1,200,000 00
How much common stock has been issued since date of last report?	None.
Total amount of stock now outstanding.....	1,200,000 00
¹ Proportionate amount of same for Wisconsin 31-33.....	1,127,272 73
Amount of stock per mile of road (exclusive of sidings.....	86,363 63
¹ Same, for Wisconsin.....	86,363 63

NOTE—Made on a basis of miles of road within the state relative to the whole number of miles owned by the company.

FUNDED AND UNFUNDED DEBT.

- [1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue	Rate of interest.	Amount.
1st. Mortgage bonds... Main Line M. Pt. to Warren	Payable at Second National Bank, Detroit, Michigan, in 1890.	1868.	10 pct.	\$320,000 00
2. Total bonded indebtedness,				320,000 00
3. Proportionate amount of above for Wisconsin 31-33.....				300,606 07
4. Amount per mile of road.....				9,696 97

5. No. of miles of road on which computations are made (on whole line) 33.	
6. Same for Wisconsin 31.	
7. Net cash realized from sale of bonds. Main Line, M. Pt. to Warren.....	\$320,000 00
8. Amount of unfunded and floating debt.....	71,824 27

*State whether surplus or deficit.

Mineral Point Railroad.

9. Aggregate of capital stock; funded and unfunded debt...	\$1,591,324 27
10. Proportionate amount for Wisconsin.....	1,494,880 37
11. Amount of funded debt and stock per mile Main Line ...	46,060 60

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify particularly, in what they consist:	
Open accounts.....	\$71,324 27
Total.....	71,324 27
2. Proportionate amount for Wisconsin, 31-93.....	67,001 54

QUICK ASSETS.

1. Specify particularly:
None.

ANALYSIS OF EARNINGS.

1. From local passengers	
and	
2. through passengers (to and from other roads) }	\$21,462 16
3. express and extra baggage.....	1,200 00
4. mails.....	2,418 33
5. other sources, passenger department.	
6. Total earnings from passenger department.....	25,080 49
7. local freight	
and	
8. through freight (to and from other roads). }	86,874 63
9. other sources, freight department. Miscellaneous...	430 98
10. Total earnings from freight department.....	87,305 60
11. Total transportation earnings ...	112,386 09
12. Rents for use of road.	
None.	
13. Income from all other sources (specifying same).	
None.	
14. Total income from all sources.....	112,386 09
15. Proportionate amount of income for Wisconsin.....	\$107,978 79

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$13,420 20
2. Legal expense.....	
3. Insurance.....	
3. Stationery and printing.....	511 53
5. Outside agencies and advertising.....	
6. Contingencies and miscellaneous	1,599 94
7. Repairs of bridges (including culverts and cattle guards).	1,850 80
8. Repairs of buildings	1,182 79
9. Repairs of fences, road-crossings, and signs.....	984 22
10. Renewal of rails.....	
11. Renewal of ties, not kept separate, answered in 12	
12. Repairs of road-bed and track.....	14,281 72
13. Repairs of locomotives and other rolling stock.....	10,827 55
14. Fuel for locomotives and all other purposes.....	7,298 47
15. Water supply	
16. Oil and waste ..	666 48
17. Locomotive service.....	6,788 10

¹ Salaries and wages.

Mineral Point Railroad.

18. Repairs of passenger cars (see answer to question 13, analysis of expenses).....	.....
19. Passenger train services.....	.....
Mixed train service.....	3,463 15
20. Passenger train supplies.....	.....
21. ¹ Mileage passenger cars.....	.....
22. Repairs of freight cars (see answer to question 13).....	.....
23. ¹ Freight train service.....	.....
24. Freight train supplies.....	.....
25. ¹ Mileage freight cars.....	.....
26. Telegraph expenses.....	.....
27. Loss and damage, freight and baggage.....	10 00
28. Loss and damage, property and cattle.....	25 00
29. Personal injuries.....	.....
30. ¹ Agents and station service, including telegraph.....	9,122 00
31. Station supplies.....	.....
32. Total operating expen's, being 63 per cent. of earnings	\$71,531 95
33. Taxes.....	1,287 95
34. Total operating expenses and taxes, being 64 per cent. of earnings.....	\$72,819 90
35. Proportionate amount for Wisconsin, made on a basis of miles of road.....	\$69,964 22

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPTEMBER 30, 1879.

Months.	Passengers.	Freight.	Mails, Express, and all other sources. Passenger Departm't.	Total.
1878.				.
October... ..	\$2,063 92	\$10,865 56	\$291 80	\$13,221 28
November.....	1,766 25	10,902 51	291 80	12,960 56
December.....	1,747 29	8,161 18	291 80	10,200 27
1879.				
January.....	1,338 85	8,128 05	295 81	9,762 41
February.....	1,434 15	5,592 50	325 01	7,351 66
March.....	1,806 41	5,770 80	402 93	7,980 14
April.....	1,753 70	4,844 80	295 81	6,894 31
May.....	1,521 42	7,587 30	348 47	9,457 19
June.....	1,707 97	7,366 61	295 81	9,370 39
July.....	1,679 25	5,048 57	326 09	7,053 91
August.....	1,931 65	5,058 97	561 29	7,551 91
September.....	2,711 57	7,547 77	322 69	10,582 03
Totals.....	\$21,463 16	\$86,474 62	\$4,049 31	\$112,986 09
Pro. for Wis. ..	\$20,620 50	\$83,467 77	\$3,890 52	\$107,978 79

¹ Salaries and wages. ² Debit balances.

Mineral Point Railroad.

MONTHLY EXPENSES.

Months.	Operating Expenses and Taxes.	Rentals.	Interest.	Total.
1878.				
October.....	\$6,044 89	.....	.....	\$6,044 89
November	6,246 84	.....	.....	6,246 84
December.....	6,750 89	.....	\$16,000 00	22,750 89
1879.				
January	8,041 05	.....	.....	8,041 05
February	6,003 92	.....	.....	6,003 92
March	7,033 29	.....	.....	7,033 29
April	4,434 01	.....	.....	4,434 01
May	6,430 79	.....	.....	6,430 79
June	5,609 46	.....	\$16,000 00	21,609 46
July	5,634 67	.....	.....	5,634 67
August	5,822 81	.....	.....	5,822 81
September	5,268 28	.....	.....	5,268 28
Totals	\$72,819 90	.....	\$32,000 00	\$104,819 90
Pro. for Wisconsin	\$69,964 22	.....	\$30,060 89	\$100 709 31

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

No property account.

17. Total expenditures charged to property accounts.....Nothing
 18. Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)Nothing
 19. Net addition to property account for the year.....Nothing

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

- Cost of line at date of last report, Sept. 30, 1878, main line 33 miles¹..... \$1,159,848 00
- Paid for construction during the year, as per construction account on page 10.....
- Paid for equipment during the year, as per equipment account on page 10.....
- Total expended for construction and equipment during the year ending Sept. 30, 1879.....
- Total cost of entire line to date, Sept 30, 1879..... \$1,159,848 00
- Proportionate amount for Wisconsin, $\frac{2}{11}$ \$1,089,084 55

¹In this amount the estimated cost of two miles in Illinois, viz., \$28, 173.00, is included which was not shown in the report for 1878.

*Mineral Point Railroad.*PERSONS EMPLOYED AND SALARIES PAID.²

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	2	1,050 00	2,100 00
Clerks in general offices	1	720 00	720 00
Agents and clerks at all stations	10	550 00	5,500 00
Master, and skilled mechanics	8	779 41	6,235 25
Helpers in shops	4	380 62	1,522 50
Conductors	2	900 00	1,800 00
Engineers	4	1,020 00	4,080 00
Firemen and wipers	6	514 58	3,087 50
Brakemen	4	450 00	1,800 00
Flagmen, switchtenders, gatekeepers and watchmen	5	420 00	2,100 00
Section foremen	6	420 00	2,520 00
Section laborers	25	310 00	7,750 00
All other employees	3	484 00	1,452 00

CHARACTERISTICS OF ROAD.

ROADS OWNED.

NAME OF DIVISION OR BRANCH.	To	From.	STATE.		Total miles.
			Wis.	Ill.	
			Miles.	Miles.	
Main line	Warren	Mineral Point	31	2	33
Length of single track owned			31	2	33
Sidings			5	...	5
Total miles of track owned, including sidings			36	2	38
PROPRIETARY LINES.					
From Calamine to Platteville			18	.....	18
Total of lines owned, brought forward			36	2	38
Total of lines owned and proprietary and leased lines			54	2	56
Aggregate length of tracks operated by this company, computed as single track			54	2	56
Aggregate length of sidings and other track not above enumerated .....			.....	.....	.....
Total			54	2	56
Number of junction stations			1	1	2

²Salaries of mechanics, shopmen and section laborers estimated at \$10 working days in year, at amounts paid per day; other employees per month, full time.

Mineral Point Railroad.

What is the gauge of your lines?
Four feet, 8½ inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage and Tonnage.

MILEAGE.

1. Number miles run by passenger trains. No passenger trains.	
2. Number miles run by freight and mixed trains.....	75,060
3. Number miles run by wood, gravel and construction trains.	1,030
4. Mileage of switching trains .....	.....
5. Total mileage	76,090
6. Proportion for Wisconsin (give percentage and miles). 49.51	73,106

PASSENGERS CARRIED.

7. Total number of passengers carried.....	25,476
8. Total number of passengers carried one mile (eastward). No record.	
9. Total number of passengers carried one mile (westward). No record.	
10. Total number passengers carried one mile.....	534,996
11. Rate per passenger per mile on whole line. .04.	
12. Rate per passenger per mile in Wisconsin. .04.	
13. Average distance traveled by each passenger.....	21 miles.

TONNAGE OF FREIGHTS CARRIED.

	<i>Tons.</i>
1. Grain.....	17,585
2. Flour.....	284
3. Provisions	59
4. Salt, cement, water lime and stucco.....	902
5. Manufactures, including agricultural implements, furniture and wagons.....	232
6. Live stock.....	15,752
7. Lumber and forest products.....	4,740
8. Iron, lead and mineral products.....	9,430
9. Stone, brick, lime sand, etc.....	244
10. Coal	2,073
11. Merchandise and other articles.....	9,853
12. All other freights not above enumerated.....	.....
13. Total freight in tons.....	61,104
14. Proportion for Wisconsin.....	58,707
15. Number of tons of freight carried one mile. Estimated....	2,016,432
16. Number of tons of freight carried (eastward). No record.	
17. Number of tons of freight carried (westward). No record.	
18. Average rate per ton per mile on all freights carried. About .04.	
19. Average rate per ton per mile on local freight. No record.	

Mineral Point Railroad.

MILEAGE EARNINGS FOR THE YEAR.

	Whole Line.	Wis- consin.
1. Earnings per mile of road on freight.....	\$1,708 42	\$1,708 42
2. Earnings per mile of road on passengers....	420 82	420 82
3. Earnings per miles of road on mails, express, and all other sources.....	79 39	79 39
4. Total earnings per mile.....	\$2,203 63	\$2,203 63
5. Net earnings per mile.....	\$775 80	\$775 80
6. Earnings per train mile run, on freight.....	1 15	1 15
7. Earnings per train mile run, on passengers	28	28
8. Earnings per train mile run, on mails, express, and all other sources.....	05	05
9. Net earnings per train mile.....	52	52
10. Of the earnings of the entire line, what is the ratio of passengers to freight? Answer: On whole line, as 1 to 4; in Wis- consin, as 1 to 4.		
11. What is the rate of passenger per mile on whole line and in Wisconsin	04	04
12. Give number of passengers carried one mile, on whole line and in Wisconsin.....	534,996	534,996
13. Give number of miles of operated road upon which above estimates are based	51 miles.	49 miles.

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

1. Average operating expenses per mile of road	\$1,402 58
2. Average operating expenses per train mile.....	94
3. Cost of maintaining track and bridges per mile.....	306 52
4. Cost of repairs of engines and cars per mile run.....	14
5. Cost of engineers and firemen per mile run.....	089
6. Cost of oil and waste per mile.....	008
7. Cost of fuel per mile run.....	095

* EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings.....	\$112,386 09
Deducting operating expenses and taxes	72,819 90
Leaving net earnings.....	39,566 19
Amount of rentals paid	
Amount of interest paid.....	\$32,000 00
Total of rentals and interest.....	\$32,000 00
Balance	\$7,566 19
Dividends paid, viz —.....	none.
Leaving surplus floating debt reduced \$7,566.19 since Sept. 30, 1878.	

* The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interests "accrued," and gives the amounts "paid."

Mineral Point Railroad.

EQUIPMENT.

	Owned	Total.
Number of locomotives	5	5
Number of passenger-cars	4	4
Number of baggage, mail, and express cars	2	2
Number of parlor or sleeping cars		
Number of freight cars (basis of 8 wheels)	29	29
Number of other cars	26	26

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$2,418.33 for the year ending Sept. 30, 1879, daily service each way except Sunday.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery: repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
We carry freight, etc., for the American Express Co. in our own cars. Terms \$100, per month one trip each way daily except Sunday. Express received at depots in charge of Express Co's employees.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road?
None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road?
No.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
None.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
None.
7. Have you acquired any lines, in or out of this state, by purchase, lease, consolidation or otherwise, since your last report?
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.

Mineral Point Railroad.

9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

We connect with Illinois Central R. R. at Warren, Ill. Close connections are made.

11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57 of the laws of 1878?

No.

12. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

To secure the safety of passengers and property, and promptness of discipline in the discharge of the business of the road, the use of intoxicating liquors is strictly forbidden to the officers and men in the service of this company when upon duty. Any person who shall become intoxicated will be immediately dismissed. *It is enforced.*

LANDS RECEIVED AND SOLD, etc.

1. Have any swamp or other state land been granted your company?

No.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

1. Cattle: Number killed, one; amount paid, unsettled.
7. Amount claimed yet unsettled, or in litigation: No claim.

STATE OF WISCONSIN — *County of Iowa* — ss.

George W. Cobb, General Manager, and Calvert Spensley, Secretary, of the Mineral Point Railroad, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

Signed,
[SEAL]

GEO. W. COBB,
Managing Director.
CALVERT SPENSLEY,
Secretary.

Subscribed and sworn to, before me, at Mineral Point, Wis., this 1st day of November, A. D. 1879.

[SEAL]

WILLIAM T. HENRY,
Notary Public,
Iowa Co., Wis.

Chicago, Milwaukee & St. Paul Railway Company.

REPORT
OF THE
CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY.

For the year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Alex. Mitchell.	Milwaukee.
Vice President.....	Julius Wadsworth.....	New York.
Secretary and Treasurer.....	R. D. Jennings.....	Milwaukee.
General Solicitor.....	John W. Cary.....	Milwaukee.
General Manager.....	S. S. Merrill.....	Milwaukee.
Asst. General Manager.....	John C. Gault.....	Milwaukee.
Chief Engineer.....	D. J. Whittemore.....	Milwaukee.
Gen. Pass. and Freight Agt..	A. V. H. Carpenter.....	Milwaukee.
General Freight Agent.....	Wm. G. Swan.....	Milwaukee.
Auditor.....	James P. Whaling.....	Milwaukee.

1. General offices at Milwaukee, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Alex. Mitchell.....	Milwaukee.	S. S. Merrill.....	Milwaukee.
Julius Wadsworth ..	New York.	J. Millbank.....	New York.
S. Chamberlain ...	Cleveland.	A. R. Van Nest....	New York.
John M. Burke	New York.	H. T. Dickey.....	Newport, R. I.
Peter Geddes	New York.	J. Stillman	New York.
John Plankinton...	Milwaukee	Jason C. Easton....	Lanesboro,
David Dows	New York.		Minn.

EXECUTIVE COMMITTEE.

ALEX. MITCHELL. S. CHAMBERLAIN. JULIUS WADSWORTH.
J. MILLBANK. PETER GEDDES.

Chicago, Milwaukee & St. Paul Railway Company.

2. Date of annual election of directors, June.
 3. Name and address of person to whom correspondence concerning this report should be directed, James P. Whaling, Auditor, Milwaukee.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1879-

1. Total income (earnings, including elevators).....	\$8,910,323 82
2. Operating expenses, excepting taxes.....	4,794,961 72
3. Excess of income	\$4,115,362 10
4. Taxes.....	334,151 39
	<u>\$3,781,210 71</u>
Interest and exchange, premium on bonds, etc.	140,688 77
6. Interest accrued during the year	
On funded debt	\$2,440,448 19
On other debt	None. \$3,921,849 48
7. Dividends declared.	
On preferred stock.....	\$859,563 80
On common stock.....	None. \$3,300,006 99
Back taxes U. S. Government, etc.....	26,591 24
Sinking Fund paid.....	55,000 00
8. Balance for the year, September 30, 1879, (surplus)	<u><u>\$540,251 25</u></u>

CAPITAL STOCK.

How many kinds of stock at date of last report?

Two, preferred and common.

Amount of common stock at date of last report.....	\$15,404,261 00
Proportionate amount of same for Wisconsin	6,238,725 70
Amount of preferred stock at date of last report....	12,279,483 00
Proportionate amount of same for Wisconsin.....	4,973,190 62

Total capital stock at date of last report..... \$27,683,744 00

Rate of preference? Preferred stock is entitled to 7 per cent. dividend, if earned, to the exclusion of common stock, but common stock is entitled to 7 per cent. before preferred stock can have more. After that, no preference.

How much common stock has been issued since date of last report? None.

How much preferred stock has been issued since date of last report? None.

Total amount of stock now outstanding \$27,683,744 00

Proportionate amount of same for Wisconsin.....	\$11,211,916 82
Amount of stock per mile of road (exclusive of sidings)...	13,385 00
Same for Wisconsin	<u><u>13,885 00</u></u>

Chicago, Milwaukee & St. Paul Railway Company.

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Rate of interest.	Date of issue.	AMOUNT.
		<i>Pr. c't.</i>		
Consolidated mortgage...	N. Y., July 1, 1905	7	1875	\$8,328,000 00
First Mort., La Crosse Div.	N. Y., Jan. 1, 1893	7	1863	6,600,000 00
First Mort., I. & M. Div...	N. Y., July 1, 1897	7	1867	3,810,000 00
First Mort., Pr. du C. Div.	N. Y., Feb. 1, 1898	8	1868	3,674,000 00
2d Mort., Pr. du C. Div...	N. Y., Feb. 1, 1898	7.8	1868	1,315,000 00
1st Mort., Chi. & Mil. Div.	N. Y., Jan. 1, 1903	7	1873	2,500,000 00
1st Mort., St. P. (or river) D.	Lond., Jan. 1, 1902	7 gold	1872	4,000,000 00
1st Mort., Iowa & Dak. Div.	N. Y., July 1, 1899	7	1869	577,000 00
1st Mort., I. & D. Div. Ex	N. Y., July 1, 1908	7	1878	2,500,000 00
1st Mort., Hastings & Dakota Division.....	N. Y., Jan. 1, 1902	7	1872	160,000 00
2d Mortgage	N. Y., Oct. 1, 1884	7	1864	593,000 00
Minnesota Central.....	N. Y., July 1, 1894	7	1864	185,000 00
Milwaukee & Western....	N. Y., July 1, 1891	7	1861	131,000 00
Real Estate, Purc'se Money	N. Y., July 1, 1874	8	1864	97,500 00
Milwaukee City.....	N. Y., Mar. 1, 1874	7	1854	1,000 00
1st Mort., Southwes'n Div.	N. Y., July 1, 1909	6	1879	4,000,000 00
1st Mort., La Crosse &avenport Div....	N. Y., July 1, 1919	5	1879	1,750,000 00
Total				<u>\$40,321,500 00</u>
2. Total bonded indebtedness.....				<u>\$40,321,500 00</u>
3. Proportionate amount of above for Wisconsin.....				\$16,330,207 50
4. Amount per mile of road.				19,495 00
5. No. of miles of road on which computations are made (on whole line).....	2,068.28 }			
6. Same for Wisconsin.....	833.09 }			19,495 00
7. Net cash realized from sale of bonds				Cannot state.
8. Amount of unfunded and floating debt, in excess of assets				None.
9. Aggregate of capital stock; funded and unfunded debt ..				\$68,005,244 00
10. Proportionate amount for Wisconsin.....				27,542,123 82
11. Amount of funded debt per mile				19,495 00

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:	
Unpaid pay rolls and vouchers	\$708,145 70
Bills payable	207,179 46
Dividends and interest unclaimed.....	30,479 12
Due other companies, etc., "current balances".....	495,769 48
Total.....	<u>\$1,441,573 76</u>

Chicago, Milwaukee & St. Paul Railway Company.

2. Proportionate amount for Wisconsin..... \$583,837 87

QUICK ASSETS.

1. Specify particularly:

Stock of material on hand	\$410,828 66
Cash on hand.....	783,704 60
Bills receivable.....	16,297 72
Due from agents, others companies, etc., "current bal- ances".....	600,495 14
Total	<u>\$1,811,326 12</u>

2. Proportionate amount for Wisconsin..... \$733,587 08

ANALYSIS OF EARNINGS.

1. From local passengers	}	
and		
2. through passengers (to and from other roads)	}	\$2,141,269 15
3. express and extra baggage.		
express.....	\$172,501 77	
extra baggage.....	14,905 44	187,407 21
4. mails		177,842 70
5. other sources, passenger department.		
news service.....	6,817 02	
sleeping cars.....	56,005 95	62,822 97
6. Total earnings from passenger department.....		<u>\$2,569,842 03</u>
local freight	}	
and		
8. through freight (to and from other roads)	}	\$5,943,874 84
9. other sources, freight department.		
10. Total earnings from freight department.....		<u>\$5,943,874 84</u>
11. Total transportation earnings		\$8,513,216 87
12. Rents for use of road.		
13. Income from all other sources (specifying same).		
rents	\$9,944 23	
telegraph earnings.....	1,267 43	
stock yard earnings.	55,843 49	67,055 15
14. Total income from all sources.....		<u>\$8,580,273 03</u>
15. Proportionate amount of income for Wisconsin.....		<u>\$5,008,848 49</u>

Chicago, Milwaukee & St. Paul Railway Company.

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$149,489 92
2. Legal expenses.....	37,156 10
3. Insurance.....	15,408 94
4. Stationery and printing (train and station supplies).....	145,492 12
5. Outside agencies and advertising.....	70,253 59
6. Contingencies and miscellaneous.....	99,696 89
7. Repairs of bridges (including culverts and cattle guards).....	188,175 47
8. Repairs of buildings.....	82,676 21
9. Repairs of fences, road-crossings, and signs.....	33,732 40
10. Renewal of rails, (\$345,106 75 — included in "repairs of track".....	
[Steel. No. tons laid..... 8,509.]	
[Re-rolled iron. No. tons laid.... 2,761.]	
[New iron. No. tons laid..... 75.]	
11. Renewal of ties, say \$153,477 13, included in "repairs of track".....	
[No. laid, say..... 448,533.]	
12. Repairs of road-bed and track.....	1,000,746 69
13. Repairs of locomotives.....	271,554 09
14. Fuel for locomotives.....	579,875 43
15. Water supply (included in "train and station supplies").....	
16. Oil and waste.....	52,681 08
17. *Locomotive service.....	474,167 78
18. Repairs of cars.....	453,961 84
19. Passenger and other train service (conductors, baggage and brakemen).....	342,832 34
20. Passenger train supplies (included in "train and station supplies.").....	
21. †Mileage passenger cars.....	
22. Repairs of freight cars, (included in "repairs of cars." Ques. 18).....	
23. *Freight train service, (included in "conductors, baggage and brakemen.") Ques. 19.....	
24. Freight train supplies, (included in "train and station supplies.").....	
25. †Mileage freight cars.....	8,280 19
26. Telegraph expenses, (included in other accounts).....	
27. Loss and damage, freight and baggage.....	4,790 53
28. Loss and damage, property and cattle.....	8,303 68
29. Personal injuries.....	17,144 43
30. *Agents and station service.....	742,711 85
31. Station supplies, (included in answer to Ques. 4, Page 7..	
32. Total operating expenses, being 55 per cent. of earnings..	4,729,131 57
33. Taxes.....	334,151 89
34. Total operating expenses and taxes being 59 per cent. of earnings.....	\$5,063,283 96
35. Proportionate amount for Wisconsin, made on a basis of miles of road.....	2,731,834 65

*Salaries and wages.

†Debit balances.

*Chicago, Milwaukee & St. Paul Railway Company.***MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPT. 30, 1879.**

MONTHS.	Passengers.	Freight.	Mails, Express and all other sources.	Total.
1878.				
October.....	\$195,210 86	\$566,167 16	\$42,168 47	\$803,546 49
November.....	157,119 60	584,153 03	48,679 61	789,952 24
December.....	126,824 84	532,944 02	46,452 88	706,221 74
1879.				
January.....	110,328 55	427,044 23	46,340 07	583,712 85
February.....	104,783 11	326,448 61	36,753 11	467,984 83
March.....	164,212 88	413,778 30	34,366 93	612,358 11
April.....	181,079 03	422,736 59	34,871 84	638,687 46
May.....	176,405 80	579,352 23	37,755 16	793,513 19
June.....	178,817 45	541,936 33	35,263 18	756,016 91
July.....	231,747 51	468,791 28	41,602 81	742,141 60
August.....	231,167 34	415,949 38	44,915 51	692,032 23
September....	283,572 18	664,573 68	45,958 51	994,104 37
Totals.....	\$2,141,269 15	\$5,943,874 84	\$495,128 03	\$8,590,272 02
Pro. for Wis....	\$1,072,642 37	\$3,634,447 92	\$301,758 20	\$5,008,848 49

Earnings and expenses of elevators are not included in these statements.

MONTHLY EXPENSES.

MONTHS.	Operating ex- penses and taxes.	Rentals.	Interest, divi- dends, etc.	Total.
1878.				
October.....	\$420,664 34	.....	\$268,923 87	\$689,588 21
November.....	419,298 44	.....	268,923 86	688,222 30
December.....	364,334 22	.....	268,923 87	633,258 09
1879.				
January.....	395,991 58	.....	268,923 86	664,915 44
February.....	358,786 08	.....	268,923 87	627,709 95
March.....	390,870 70	.....	268,923 87	659,794 57
April.....	438,953 66	.....	268,923 86	707,877 52
May.....	444,065 63	.....	268,923 87	712,989 50
June.....	408,324 97	.....	268,923 86	677,248 83
July.....	474,628 38	.....	268,923 87	743,552 25
August.....	455,648 92	.....	268,923 87	724,572 79
September....	491,216 04	.....	268,923 87	760,139 91
Totals.....	\$5,063,282 96	.....	\$3,227,086 40	\$8,290,369 36
Pro. for Wis....	\$2,731,834 65	.....	\$1,884,618 46	\$4,616,453 11

*Chicago, Milwaukee & St. Paul Railway Company.*PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING
THE YEAR.

1. Grading and masonry.....	\$11,468 42
2. Bridging.....	44,253 93
3. Superstructure, including rails.....	97,232 89
4. Land, land damages and fences....	60,512 47
5. Passenger and freight stations, wood and coal sheds and water stations.....	55,150 83
6. Engine houses, car sheds and turn-tables.....	} 162,570 98
7. Machine shops.....	
New side tracks, etc.	140,841 71
8. Engineering, agencies, salaries, and other expenses during construction	
9. Purchase of other roads (specifying same):	
Construction of Algona Extension	1,417,957 26
Construction of Milwaukee Cement Railway	10,448 29
Construction of Viroqua Railway.....	280,751 17
Construction of Minneapolis & St. Paul Railway.....	152,994 34
Purchase of bonds Dubuque South Western R. R.....	182,554 50
Permanent improvements do do	15,538 81
Purchase of Madison & Portage R. R. Bonds.....	381,271 13
Permanent improvements, Madison & Portage R. R....	63,013 20
Purchase and construction, Davenport & No. West. R'y	1,828,022 62
Purchase Western Union R. R.	5,315,104 81
10. Total for construction	<u>\$10,219,687 36</u>
11. Locomotives [Number, 9]	\$62,260 00
12. Parlor and sleeping cars [Number, 4]	31,280 00
13. Passenger, express, mail, and baggage cars [Number, 13]	86,306 25
Steam shovel, etc. [Number, 1].....	6,719 11
14. Freight and other cars [Number, 590]	231,703 79
15. Total for equipment	<u>\$368,269 15</u>
16. Other expenditures charged to property account (specify- ing same). None.	
17. Total expenditures charged to property account....	<u>\$10,587,956 51</u>
18. Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)	
Sale of real estate, Milwaukee.....	1,200 00
Sinking fund bonds, redeemed.....	55,000 00
19. Net addition to property account for the year.....	<u>\$10,531,756 51</u>
20. Proportionate amount for Wisconsin, made on a basis of miles of road.....	<u>\$4,265,361 39</u>

Chicago, Milwaukee & St. Paul Railway Company.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878.....	\$58,151,596 03
2. Paid for construction during the year, as per construction account on page 10..	\$10,219,687 86
3. Paid for equipment during the year, as per equipment account on page 10 ...	368,269 15
	<hr/>
	\$10,587,956 51
Less property sold and sinking fund....	56,200 00
	<hr/>
4. Total expended for construction and equipment during the year ending Sept. 30, 1879.....	\$10,531,756 51
5. Total cost of entire line to date, Sept. 30, 1879.....	\$68,683,332 54
6. Proportionate amount for Wisconsin on basis of miles of road.....	\$27,816,749 68
The actual cost of road in the state of Wisconsin, at this date, as nearly as can be arrived at from the books of company, is.....	<hr/> <hr/> \$32,069,898 81

PERSONS EMPLOYED AND SALARIES PAID.

(As per pay rolls for month of June, 1879.)

	No. of per sons em- ployed.	Average salary per annum.	Total salaries. Month of June.
1. Division, assistant superintendents and roadmasters	25	\$1,444 80	\$3,009 98
Clerks in all offices	236	758 88	14,923 81
Agents, and telegraph operators	428	612 36	21,842 76
Master mechanics.....	8	1,819 92	455 00
Machinists and shopmen.....	1,119	593 16	55,308 83
Conductors	197	877 92	14,412 30
Engineers	286	1,021 08	24,395 55
Firemen and wipers	510	478 68	20,343 83
Brakemen	428	539 16	19,231 64
Flagmen, switchtenders, gatekeepers and watchmen.....	178	501 72	7,441 96
Section foremen	301	485 40	12,176 21
Section laborers	2,776	333 84	77,223 80
All other employes.....	823	698 64	47,918 08
Total.....	7,810	\$523 08	\$318,622 75

Chicago, Milwaukee & St. Paul Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

(All lines owned by company in Illinois, Wisconsin, Iowa, Minnesota and Dakota.)

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Cost of road	\$68,683,332 54	Capital stock, preferred	\$12,279,483 00
Bonds, stock, etc., of other roads	1,734,584 66	Capital (stock, common)	15,404,261 00
Stock of material on hand	410,828 66	Bonds outstanding	40,821,500 00
Cash on hand	783,704 60	Incumbrance assumed	6,785 00
Bills receivable	16,297 72	Unpaid pay rolls and Vouchers	708,145 70
Due from agents, other companies, etc., current balances, etc	600,495 14	Bills payable	421,361 07
		Dividends and interest unclaimed	30,479 12
		Accrued interest on funded debt to Sept. 30, '79, not yet payable	154,511 88
		Due other companies, etc., current balances	495,769 48
		Income account	2,406,897 12
	\$72,229,193 32		\$72,229,193 32

Chicago, Milwaukee & St. Paul Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

Name of Division or Branch.	From.	To.	STATE.						Total Miles.		
			Wisconsin		Illinois.		Iowa.			Minnesota	
			Miles.		Miles.		Miles.			Miles.	
Main line	Milwaukee	Western Av., Chi ..	37.60		44.60					82.20	
	Single track	P. C. & St. L. R'y J			.40					.40	
Divs. or branches. Single track	Kinnickinnic	Bay View .....	.75							.75
	Milwaukee	La Crosse	196.39							196.39	
	Watertown Junct..	Madison	36.55							36.55	
	New Lisbon	Necedah	12.86							12.86	
	La Cr. Bridge Line.	St. Paul .....	.97					.96		1.93
	Bridge Junction ..	C. C. D. & M. R'y J.						128.51		128.51	
	Bridge Junction ..	Portage						1.00		1.00	
	Milwaukee	Berlin	95.08							95.08	
	Horicon	Winneconne	42.30							42.30	
	Rush Lake	Schwartzburg	14.80							14.80	
	Spring St. Junct..	P. du C. Div. Junct.	5.34							5.34	
	Stock Yards	Prairie du Chien...	.75							.75	
	Milwaukee	Monroe	194.40							194.40	
	Milton	Minneapolis	42.90							42.90	
	McGregor	St. Paul				84.88		130.54		215.42	
	St. Paul Junct.	Decorah						5.61		5.61	
	Conover	Algona				8.77				8.77	
	Calmar	Marion Junct.				126.11				126.11	
	Algona	Mason City				123.17			88.12	161.29	
	Austin	Glencoe				27.96		11.37		39.33	
	Hastings	Marion						74.14		74.14	
	Sabula	Springville				86.80				86.80	
	Farley					41.30				41.30	

Chicago, Milwaukee & St. Paul Railway Company.

Springville.....	Paralta.....	2.30	.....	2.30	.....	2.30
Marion.....	Cedar Rapids.....	5.40	.....	5.40	.....	5.40
Madison.....	Portage.....	39.00	.....	.....	.....	89.00
Viroqua Junct.....	Viroqua.....	32.00	.....	.....	.....	82.00
Racine.....	Port Byron Junct.....	68.70	123.30	.....	.....	192.00
Eagle.....	Elkhorn.....	16.50	.....	.....	.....	16.50
Watertown.....	Hampt'n Coal Mines.....	.....	4.25	.....	.....	4.25
Davenport.....	Fayette.....	.....	.....	128.40	.....	128.40
Eldridge.....	Maquoketa.....	.....	.....	32.30	.....	32.30
Milwaukee.....	Cement Mill.....	1.20	.....	.....	.....	1.20
Length of single track owned.....	.....	838.09	172.55	667.39	852.13	2,068.28
* Second track.....	.....	.....	.....	.....	.....	.....
Total miles of single and second track owned.....	.....	838.09	172.55	667.39	852.13	2,068.28
Sidings.....	.....	.....	.....	.....	.....	.....
Total miles of track owned, including second track.....	Unknown.	838.09	172.55	667.39	852.13	2,068.28
		838.09	172.55	667.39	352.13	2,068.28

* Meaning a double line of track, independent of sidings.

Chicago, Milwaukee & St. Paul Railway Company.

CHARACTERISTICS OF ROAD — continued.

(PROPRIETARY AND LEASED LINES.)

Name of Division or Branch.	From.	To.	STATE.					Total Miles.
			Wisconsin Miles.	Illinois. Miles.	Iowa. Miles.	Minnesota Miles.	Dakota. Miles.	
Proprietary lines:	Glencoe.....	Appleton.....	.....	.....	.....	106.16	.....	106.16
	Wabasha.....	Zumbro'a.....	.....	.....	.....	59.00	.....	59.00
	Oshkosh.....	Ripon.....	20.00	.....	.....	.....	.....	20.00
Total of proprie- tary lines.....	.....	.....	20.00	.....	.....	165.16	.....	185.16
Leased lines.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of leased lines.....	.....	See above.	.....	.....	.....	.....	.....	.....
Total of lines owned, brought forward.....	.....	.....	838.09	172.55	667.39	352.13	38.12	2,068.28
Total of lines owned and proprietary and leased lines.....	.....	.....	858.09	172.55	667.39	517.29	38.12	2,253.44
Aggregate length of tracks operated by this company, com- puted as single track.....	.....	.....	858.09	172.55	667.39	517.29	38.12	2,253.44
Aggregate length of sidings and other track not above enumerated.....	.....	Unknown	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	858.09	172.55	667.39	517.29	38.12	2,253.44
Number of junction stations.....	.....	.....	27	8	22	12	.....	69
What is the gauge of your lines?.....	.....	4 feet 8½ inches.	.....	.....	.....	.....	.....	.....

Chicago, Milwaukee & St. Paul Railway Company.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage and Tonnage.

MILEAGE.

1. Number miles run by passenger trains.....	1,759,423
2. Number miles run by freight and mixed trains....	3,388,608
3. Number miles run by wood, gravel and construction trains..	597,418
4. Mileage of switching trains.....	1,200,430
5. Total mileage.....	6,945,879
6. Proportion for Wisconsin — per centage, 51.....	3,543,434

PASSENGERS CARRIED.

7. Total number of passengers carried.....	1,458,392
8. Total number of passengers carried one mile (eastward)....	34,634,167
9. Total number of passengers carried one mile (westward)....	39,003,057
10. Total number of passengers carried one mile.....	73,637,224
11. Rate per passenger per mile on whole line.....	2 $\frac{3}{100}$ cents.
12. Rate per passenger per mile in Wisconsin.....	2 $\frac{8}{100}$ cents.
13. Average distance traveled by each passenger (exclusive of 1,000 and 500 mile tickets.....)	48 miles.

TONNAGE OF FREIGHTS CARRIED.

FREIGHTS.	Tons.	Lbs.
1. Grain	601,708	430
2. Flour.....	203,899	1,780
3. Provisions	40,179	650
4. Salt, cement, water-lime and stucco	34,864	1,360
5. Mfrs., incl. ag'l implem'ts, furniture and wagons....	34,083	1,810
6. Live stock.....	143,138	280
7. Lumber and forest products.....	340,170	480
8. Iron, lead, and mineral products.....	98,378	1,378
9. Stone, brick, lime, sand, etc.....	105,059	670
10. Coal	114,553	1,810
11. Merchandise and other articles.....	240,042	930
12. All other freights not above enumerated	299,041	1,149
13. Total freight in tons	2,255,120	727
14. Proportion for Wisconsin (Tons fr't for'd in Wis)....	1,179,471	1,509
15. Number of tons of freight carried one mile.....	357,865,597	
16. Number of tons of freight carried 1 mile (eastward).....	245,253,263	
17. Number of tons of freight carried 1 mile (westward).....	112,612,334	
18. Av. rate per ton per mile on all freights carried .. }		
19. Average rate per ton per mile on local freight.... }		1 $\frac{6}{100}$ c.

Chicago, Milwaukee & St. Paul Railway Company.

AVERAGE PRICE PER TON PER MILE ON FREIGHTS FOR A SERIES OF YEARS.

<i>Year.</i>	<i>Cents.</i>	<i>Year.</i>	<i>Cents.</i>	<i>Year.</i>	<i>Cents.</i>
1865.....	4.11	1870.....	2.82	1875.....	2.10
1866.....	3.76	1871.....	2.54	1876.....	2.04
1867.....	3.94	1872.....	2.43	1877.....	2.08
1868.....	3.49	1873.....	2.50	1878.....	1.80
1869.....	3.10	1874.....	2.38	1879 to Sept. 30...	1.66

MILEAGE EARNINGS FOR THE YEAR.

	Whole Line.	Wisconsin.
1. Earnings per mile of road on freight.....	\$3,202 52	\$4,707 83
2. Earnings per mile of road on passengers.....	1,153 70	1,389 43
3. Earnings per mile of road on mails, express and all other sources.....	266 77	390 88
4. Total earnings per mile.....	\$4,622 99	\$6,488 14
5. Net earnings per mile	\$1,894 93	\$2,949 49
6. Earnings per train mile run, on freight	1 75	2 09
7. Earnings per train mile run, on passengers....	1 22	1 25
8. Earnings per train mile run, on mails, express and all other sources.....	10	13
9 Net earnings per train mile.....	68	83
10 Of the earnings of the entire line, what is the ratio of passengers to the freight? Answer: On the whole line, as 1 to 2.8; in Wisconsin, as 1 to 3.4.		
11. What is the rate of passenger per mile on the whole line and in Wisconsin?.....	2.92-100 c.	2.88-100 c.
12. Give number of passengers carried one mile, on whole line and in Wisconsin	73, 637, 224	87, 284, 219
13. Give number of miles of operated road upon which above estimates are based.....	1,856	1,772

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

	Wisconsin	Whole line
1. Average operating expenses per mile of road	\$3,538 65	\$2,728 06
2. Average operating expenses per train mile	77	73
3. Cost of maintaining track and bridges per mile.....		16
4. Cost of repairs of engines per mile run		04
5. Cost of engineers and firemen per mile run		07
6. Cost of oil and waste per mile run .. ..		.8
7. Cost of fuel per mile run		68

¹ Average number of miles in operation for the entire year.

Chicago, Milwaukee & St. Paul Railway Company.

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS AND OF EXPENSES PAID.

Gross earnings	\$8,910,323 82
Deduct operating expenses and taxes.....	5,129,113 11
Leaving net earnings.....	\$3,781,210 71
Interest and exchange premiums on bonds, etc.....	140,638 77
	<u>\$3,921,849 48</u>
Amount of rentals paid.....	
Amount of interest paid (on funded debt).....	\$2,285,931 86
Back taxes U. S. government, etc	26,591 24
Total of rentals and interest paid.....	<u>2,312,522 60</u>
Balance	\$1,609,326 88
Dividends paid, viz.:	
On preferred stock, $3\frac{1}{2}$ per cent. for year 1878,	\$429,781 90
On preferred stock, $3\frac{1}{2}$ per cent., for year 1878,	429,781 90
Total of dividends	<u>\$859,563 80</u>
Sinking fund paid	55,000 00
	<u>914,563 80</u>
Leaving surplus.....	<u><u>\$694,763 08</u></u>

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives	4	232	236
Number of passenger cars.....	1	129	130
Number of baggage, mail, and express cars.....	2	89	91
Number of parlor or sleeping cars.....		15	15
Number of freight cars (basis of 8 wheels)	160	6,491	6,591
Number of other cars		161	161

Chicago, Milwaukee & St. Paul Railway Company.

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

From.	To.	Rate per mile per annum.
Chicago	Milwaukee	\$338 14
Milwaukee	La Crosse	288 55
Watertown	Madison	42 75
Minneapolis	La Crosse } 140 miles	199 42
	} 6 miles	164 54
Milwaukee	North McGregor	129 11
Milton Junction	Monroe	47 88
McGregor	Austin	98 20
Austin	Mendota Junction	74 56
Conover	Decorah	52 16
Calmar	Pattersonville, } 211 miles...	56 78
	} 14 miles...	70 97
Austin	Mason City	65 84
Milwaukee	Berlin, } 16 miles	76 10
	} 82 miles	86 10
Horicon	Portage	58 87
Nepeuskun	Winneconne	42 75
Hastings	Montevideo	45 15
Madison	Portage	52 16
Oshkosh	Ripon	47 88
Savanna	Marion	52 16
New Lisbon	Necedah	42 75
Farley	Cedar Rapids	54 72
Racine	Rock Island	88 79
Eagle	Elkhorn	42 75
Wabasha	Zumbrota	42 75
Davenport	Fayette	44 46
Davenport	Maquoketa	42 75

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company:

Chicago and Milwaukee division, La Crosse division, River division, Northern division, and Racine and Southwestern division, \$300 per day for limited tonnage; excess, $1\frac{1}{2}$ times first-class rates.

Between Racine and Port Byron Junction, between Eagle and Elkhorn, and between Watertown and Hampton Mines, \$1,000 per month for limited tonnage; excess, two times first-class rates.

Between Sabula and Marion, \$75 per month.

Between Farley and Cedar Rapids, $1\frac{1}{2}$ times first-class rates on freight carried; also, \$1.50 per day, messenger's fare.

Wabasha division, $1\frac{1}{2}$ times first-class rates on freight carried.

Chicago, Milwaukee & St. Paul Railway Company.

Between New Lisbon and Necedah, 15 cents per 100 lbs.

Between Sparta and Viroqua, 80 cents per 100 lbs., Viroqua; other stations, 20 cents per 100 lbs.

United States Express Company:

Prairie du Chien division, Iowa and Minnesota division, Iowa and Dakota division, Hastings and Dakota division, \$220 per day for limited tonnage; excess, $1\frac{1}{2}$ times first-class rates.

Between Davenport and Fayette, and Eldredge and Maquoketa, $1\frac{1}{2}$ times first-class rates on freight carried; also, \$110 per month messenger's fare.

Doing a general express business. Freights taken at depots.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

The freight cars of all connecting roads, or fast freight lines, occasionally pass over our road, when containing through freight, but no special preference is given to freight therein, either in way of speed of transit or rates charged for transportation. The cars of this company also pass over the tracks of connecting roads, when the interests of traffic so require.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

We have no dining cars, and use sleepers owned by this company. Additional charges for accommodations in sleepers are: Between Chicago and Milwaukee and La Crosse and Prairie du Chien, \$1.50; between Chicago and Milwaukee and St. Paul and Minneapolis, \$2.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

No.

6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?

7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?

We have acquired by purchase and lease the Western Union Railroad and branches, by purchase, the Davenport & North Western Railway, and by lease, the Hastings & Dakota Extension Railway.

The Western Union Railroad, extends from Racine to Port Byron Junction, with branch from Elkhorn to Eagle, and from Watertown to Hampton Coal Mines, 213 miles. Connections, at Western Union Junction and Eagle. Earnings and expenses of Western Union Railroad, from July 1st, 1879, are included in this report.

The Davenport & North Western Railway extends from Davenport to Fayette, Iowa, and from Eldridge to Maquoketa, Iowa, 161 miles.

Chicago, Milwaukee & St. Paul Railway Company.

Connections at Delmar Junction and Oxford Junction. Earnings and expenses of the Davenport & North Western Railway, from August 1st, 1879, are included in this report.

The Hastings & Dakota Extension Railway, extends from Glencoe to Appleton, Minnesota, 106 miles. Connection at Glencoe, Minn., 65 per cent. of the gross earnings of this line is included in this report.

The lines were acquired for the reason that it was for the interest of this company so to do, and by the consent of the stockholders.

8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?

No.

9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?

No.

12. Have you made any reduction in such rates, from any stations, since the passage of said chapter?

Yes.

If you answer either of the questions 11 and 12, in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

Some reduction has been made in rates on live stock, grain, etc., as will appear by schedules of rates sent you this date by General Freight Agent.

13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquor? If so, what is it, and is it enforced?

It is a rule of this company, not to employ or retain in service, men who make an immoderate use of intoxicating liquors, and this rule is enforced.

LANDS RECEIVED AND SOLD, Etc.

1. Have any swamp or other state lands been granted your company since the date of your last report: if so, how many acres?

No. The company has been granted no land in the State of Wisconsin.

2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report? No.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?

None.

2. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report, giving particularly the town, village or city, together with the amount?

None.

Chicago, Milwaukee & St. Paul Railway Company.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT.			NAME.	DATE.	PLACE.	PASSENGERS.				EMPLOYEES.				OTHERS.				Damages claimed.	Damages paid.
	From causes beyond their control.		By their own misconduct or want of caution.				From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.							
	Kill.	Inj.	Kill.				Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.	Kill.	Inj.			
22	Frank Kling	Dec. 30, 1878	Chicago																\$362.50 & exp	
23	A. J. McCauley	Jan. 16, 1879	Milwaukee																\$90 and exp.	
24	J. C. Dunlap	Feb. 1, 1879	St. Paul																Expenses.	
25	E. J. Affalter	Jan. 27, 1879	Milwaukee																\$90 and exp.	
26	Peter White	Feb. 19, 1879	Mazomanie																	
27	H. Colegrove	Jan. 24, 1879	Benton																	
28	C. F. Miller	Feb. 23, 1879	Farmington																	
29	Michael Collins	Feb. 25, 1869	Milwaukee																	
30	Matt Hayes	Feb. 26, 1879	Milwaukee																	
31	Anna Townley	Mch. 10, 1879	Madison																	
32	Pat Moran	Mch. 10, 1879	Reeseville																	
33	A. Markt	Apr. 4, 1879	Rubicon																	
34	A. Graves	Apr. 5, 1879	Medford																	
35	H. Ambisner	Apr. 15, 1879	Richwood																	
36	Jno. Alder	Apr. 23, 1879	Chicago																	
37	Rev. DeBeke	Apr. 25, 1879	Sun Prairie																	
38	C. R. Blower	Apr. 26, 1879	Cross Plains																	
39	Jno. Smith	Apr. 16, 1879	Milwaukee																	
40	Mrs. Henrich	May 21, 1879	Richfield																	
41	W. F. Braddock	May 16, 1879	Winona																	
42	Jno. Harlan	May 17, 1879	St. Paul																	
43	E. Flaherty	May 28, 1879	Pattersonville																	

Chicago, Milwaukee & St. Paul Railway Company.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT.			PASSENGERS			EMPLOYEES.			OTHERS.			Damages claimed.	Damages paid.		
	Name.	Date.	Place.	From causes beyond their control.			By their own misconduct or want of caution.			From causes beyond their control.					By their own misconduct or want of caution.	
				K.	I.	Wt. of cant'n.	K.	I.	Wt. of cant'n.	K.	I.	Wt. of cant'n.			K.	I.	Wt. of cant'n.
80	John Lee.....	Sept. 24, 1879	Chicago.....													
81	J. Neskeam.....	Sept. 19, 1879	Milwaukee.....													
82	P. Dollock.....	Aug. 25, 1879	St. Paul.....							1						
83	L. Hawkins.....	Sept. 27, 1879	Minneapolis.....							1						
84	Geo. L. Woods.....	June 21, 1879	La Crescent.....							1						
85	C. Erickson.....	Sept. 24, 1879	Algona.....										1			
86	A. Bargerson.....	Sept. 24, 1879	Algona.....										1			
	Totals on whole line.....						1	5	6	26			25	23		
	Totals for Wisconsin.....							1	1	16			14	15		

Expenses.

Chicago, Milwaukee & St. Paul. Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails:
Total No.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No. Unknown.
3. Of the above accidents those numbered as follows were caused by COLLISIONS, not properly coming under 2:
Total No.
4. Of the above accidents those numbered as follows were caused by explosions:
Total No.
5. Amount paid as damages caused by fire from locomotives (in Wisconsin) \$15 00

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

IN WISCONSIN.

Description.	Number killed.	Amount Paid.
1. Cattle.....	18	\$275 32
2. Horses.	4	190 00
3. Mules.....		
4. Sheep.....	19	43 00
5. Hogs.....	4	25 00
6. Total.....	45	\$523 32

7. Amount claimed yet unsettled, or in litigation \$-----

STATE OF WISCONSIN, County of Milwaukee, ss.

S.S. Merrill, General Manager and R. D. Jennings, Secretary and Treasurer of the Chicago, Milwaukee and St. Paul Railway company, being duly sworn depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

{ SEAL. }

Signed,

S. S. MERRILL,
General Manager.
R. D. JENNINGS,
Secretary and Treas.

Subscribed and sworn to before me this 14th day of November, A. D. 1879.

{ SEAL. }

WILLIAM S. MILLIGAN,
Notary Public, Milwaukee Co., Wis.

Western Union Railroad Company.

REPORT
OF THE
WESTERN UNION RAILROAD COMPANY,

For the Nine Months Ending June 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	Names.	Address.
President	Alex. Mitchell	Milwaukee Wis.
Vice-President	S. S. Merrill	Milwaukee, Wis.
Secretary and Treasurer ...	F. G. Ranney	Milwaukee, Wis.
Solicitor	H. T. Fuller	Racine, Wis.
General Superintendent	D. A. Olin	Racine, Wis.
Gen'l Freight and Ticket Ag't	Fred Wild	Racine, Wis.
Auditor	P. Tyrrell	Racine, Wis.

1. General offices at Racine, Wisconsin.

NAMES OF DIRECTORS.]	Residence.	NAMES OF DIRECTORS.	Residence.
Alex. Mitchell....	Milwaukee, Wis.	W. S. Gurnee....	New York, N. Y.
S. S. Merrill.....	Milwaukee, Wis.	H. T. Fuller.....	Racine, Wis.
John W. Cary	Milwaukee, Wis.	D. W. Dame.....	Lanark, Ill.
Hans Crocker	Milwaukee, Wis.	E. P. Barton.....	Freeport, Ill.
Jno. L. Mitchell...	Milwaukee, Wis.	Jno. C. Gault....	Milwaukee, Wis.
Jno. Johnston	Milwaukee, Wis.	Dan'l Wells, Jr...	Milwaukee, Wis.
Jno. Plankinton.	Milwaukee, Wis.		

2. Date of annual election of directors.

Second Monday in October.

3. Name and address of person to whom correspondence concerning this report should be directed: P. Tyrrell, Milwaukee, Wis.

*Western Union Railroad Company.*GENERAL EXHIBIT FOR THE NINE MONTHS ENDING JUNE
30, 1879.

1. Total income	\$773,551 09
2. Operating expenses	517,129 54
3. Excess of income	256,421 55
4. Taxes	21,705 18
6. Interest accrued and paid during the nine months	184,519 34
On funded debt	\$183,750 00
On other debt	769 34
8. *Balance for the nine months—June 30, 1879—surplus ...	<u>50,197 03</u>

CAPITAL STOCK.

Capital stock authorized by charter	\$4,000,000 00
*Proportionate amount of same for Wisconsin	1,601,881 00
How many kinds of stock at date of last report? One.	
Amount of common stock at date of last report	4,000,000 00
*Proportionate amount of same for Wisconsin	1,601,881 00
Amount of preferred stock at date of last report? None.	

Total capital stock at date of last report

\$4,000,000 00

How much common stock has been issued since date of last report? None.

How much preferred stock has been issued since date of last report? None.

Total amount of stock now outstanding

\$4,000,000 00

Proportionate amount of same for Wisconsin

\$1,601,881 00

Amount of stock per mile of road (exclusive of sidings)

18,801 00

*Same, for Wisconsin

18,801 00

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue.	Rate of interest.	AMOUNT.
1st. Mortgage	Feb. 1, 1896, New York.	Feb. 1, 1866.	7 pct.	\$3,500,000 00
2. Total bonded indebtedness				<u>3,500,000 00</u>
3. Proportionate amount of above for Wisconsin				1,401,645 00
4. Amount per mile of road				<u>16,451 00</u>
5. No. of miles of road on which computations are made (on whole line)			212 75	
6. Same for Wisconsin			85 20	

*State whether surplus or deficit.

Western Union Railroad Company.

7. Net cash realized from sale of bonds.....	
8. Amount of unfunded and floating debt	\$354,352 81
9. Aggregate of capital stock: funded and unfunded debt...	7,854,352 91
10. Proportionate amount for Wisconsin.....	3,145,432 94
11. Amount of funded and unfunded debt per mile	18,116 00

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify particularly, in what they consist:	
Interest on bonded debt to June 30, 1879.....	\$224,588 33
Taxes due state of Wisconsin.....	8,503 83
Railroads and other companies.....	55,205 91
Pay rolls and vouchers	66,059 74
Total.....	\$354,352 81
2. Proportionate amount for Wisconsin	\$141,907 68

QUICK ASSETS.

1. Specify particularly:	
Materials on hand.....	\$63,377 46
Due from agents and other companies.....	13,555 76
U. S. Government and P. O. Department.....	1,329 64
Total.....	\$78,262 86
2. Proportionate amount for Wisconsin	\$31,305 14

ANALYSIS OF EARNINGS.

(Nine months.)

1. From local passengers:.....	
2. through passengers (to and from other roads) }	\$144,045 47
3. express, and extra baggage.....	10,195 00
4. mails	9,392 94
5. other sources, passenger department.....	1,861 20
6. Total earnings from passenger department.....	\$165,494 61
7. local freight.....	
8. through freight (to and from other roads) }	\$591,523 00
9. other sources, freight department.....	
10. Total earnings from freight department.....	\$591,523 00
11. Total transportation earnings	\$757,017 61
12. Rents for use of road.....	
13. Income from all other sources (specifying same).....	16,593 48
Savanna transfer.....	\$15,504 74
Telegraph line.....	1,028 74
	\$16,533 48
14. Total income from all sources	\$773,551 09
15. Proportionate amount of income for Wisconsin....	\$300,420 44

Western Union Railroad Company.

ANALYSIS OF EXPENSES.

(Nine months.)

1. Salaries of general officers and clerks	\$20,844 95
2. Legal expenses.....	8,318 67
3. Insurance.....	2,285 25
4. Stationery and printing.....	8,549 84
5. Outside agencies and advertising.....	2,980 11
6. Contingencies and miscellaneous	46,156 08
7. Repairs of bridges (including culverts and cattle guards)...	18,745 60
8. Repairs of buildings	8,611 38
9. Repairs of fences, road-crossings, and signs.....	4,079 23
10. Renewal of rails.....	34,204 05

(No. tons laid, 1,704.)

11. Renewal of ties. (Charged to repairs of track.)

(No. laid, 54,940.)

12. Repairs of road-bed and track.....	73,184 55
13. Repairs of locomotives	39,987 10
14. Fuel for locomotives	53,560 18
15. Water supply. (Included in other items.)	
16. Oil and waste ..	4,669 94
17. *Locomotive service.....	48,419 59
18. Repairs of passenger cars.....	15,672 38
19. *Passenger train service.....	13,184 82
20. Passenger train supplies.....	1,200 10
21. † Mileage passenger cars.....	216 87
22. Repairs of freight cars.....	35,247 02
23. *Freight train service.....	28,243 12
24. Freight train supplies	2,400 20
25. † Mileage freight cars	10,580 89
26. Telegraph expenses. (Included in other accounts.)	
27. Loss and damage, freight and baggage	398 11
28. Loss and damage, property and cattle	289 50
29. Personal injuries.....	747 50
30. *Agents and station service	46,252 71
31. Station supplies	8,600 30
32. Total operating expenses, being 67 per cent. of earnings..	\$517,129 54
33. Taxes.....	21,705 18
34. Total operating expenses and taxes, being 70 per cent. of earnings.....	\$538,834 72
35. Proportionate amount for Wisconsin, made on a basis of.. miles of road.....	\$215,533 89

* Salaries and wages.

† Debit balances.

Western Union Railroad Company.

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE NINE MONTHS ENDING JUNE 30, 1879.

Months.	Passengers.	Freight.	Mails, Express and all other sources.	Total.
1878.				
October.....	\$21,514 40	\$89,957 48	\$4,669 67	\$116,141 55
November.....	15,584 25	67,774 97	4,437 52	87,796 74
December.....	14,634 31	68,336 78	4,229 31	87,200 40
1879.				
January.....	12,025 61	64,060 53	4,121 92	80,208 06
February.....	13,010 19	48,144 11	4,083 92	65,238 22
March.....	17,853 97	57,936 99	3,910 65	79,701 61
April.....	16,508 66	51,652 48	4,042 98	72,204 12
May.....	15,649 80	77,343 43	4,409 10	97,402 33
June.....	17,264 28	66,316 23	4,077 55	87,658 06
Totals.....	\$144,045 47	\$591,523 00	\$37,982 62	\$773,551 09
Pro. for Wis.	\$57,618 19	\$236,609 20	\$15,193 05	\$309,420 44

MONTHLY EXPENSES.

(Nine Months.)

Months.	Operating Expenses and Taxes.	Interest.	Total.
1878.			
October.....	\$65,438 42	\$20,502 14	\$85,940 56
November.....	62,507 37	20,502 15	83,009 52
December.....	67,229 43	20,502 15	87,731 58
1879.			
January.....	58,944 28	20,502 15	79,446 43
February.....	47,599 78	20,502 15	68,101 93
March.....	53,048 79	20,502 15	73,550 94
April.....	59,556 33	20,502 15	80,058 98
May.....	64,083 33	20,502 15	84,585 48
June.....	60,426 49	20,502 15	80,928 64
Totals.....	\$588,884 72	\$184,519 34	\$723,354 06
Pro. for Wisconsin.....	\$215,533 89	\$73,807 74	\$289,341 63

*Western Union Railroad Company.*PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING
THE NINE MONTHS.

4. Land	\$3,884 00
10. Total for construction	3,884 00
17. Total expenditures charged to property accounts.....	3,884 00
19. Net addition to property account for the nine months	3,884 00
20. Proportionate amount for Wisconsin made on a basis of miles of road.	1,583 60

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878	\$8,078,468 40
2. Paid for construction during the 9 months, as per construction account on page 10	3,884 00
3. Paid for equipment during the year, as per equipment account on page 10.	
4. Total expended for construction during the 9 months ending June 30, 1879	3,884 00
5. Total cost of entire line to date, June 30, 1879....	\$8,082,297 40
6. Proportionate amount for Wisconsin.....	3,287,877 97

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary. 9 months.	Total salaries. 9 months.
1. Division, assistant superintendents and roadmasters	3	\$945 00	\$2,835 00
Clerks in general office.....	15	618 00	9,270 00
Agents and clerks at all stations.....	80	444 64	35,571 39
Master, and skilled mechanics.....	117	471 56	55,172 27
Helpers in shops.....	63	290 89	18,326 01
Conductors.....	27	653 46	17,643 89
Engineers.....	31	812 09	25,174 73
Firemen and wipers	60	386 32	23,179 28
Brakemen.....	56	404 68	22,662 30
Flagmen, switchtenders, gatekeepers, and watchmen.....	16	341 31	5,461 00
Section foremen	41	362 20	14,850 00
Section laborers	120	232 06	27,847 10
All other employes (including officers).	51	597 92	30,493 96
Total.....	680	\$424 24	288,486 86

Western Union Railroad Company.

GENERAL BALANCE SHEET FOR THE NINE MONTHS ENDING
JUNE 30, 1879.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Cost of road.....	\$7,000,000 00	First mortgage bonds.	\$3,500,000 00
Construc'n & equipm't	1,082,297 40	Common stock.....	4,000 000 00
Materials & fuel on hand	68,377 46	Due railroad and	
Due from railroad and		other companies...	55,205 91
other companies	9,292 30	Unpaid vouchers and	
U. S. Gov't P. O. Dep't	1,329 64	pay rolls	66,059 74
Due from agents.....	4,263 46	State of Wis. (taxes)..	8,503 83
		Interest on bonded	
		debt to June 30, '79.	224,583 33
		Bal. to income acc't..	306,207 45
	\$8,160,560 26		8,160,560 26

CHARACTERISTICS OF ROAD.

ROADS OWNED.

NAME OF DIVISION OR BRANCH.	To.	From.	STATE.		Total miles.
			Wis.	Ill.	
			Miles.	Miles.	
Main line:	Pt. Byron Jct.	Racine	68.70	123.30	192.00
Div'ns or br'ches:	Elkhorn.....	Eagle	16.50	.....	16.50
	Watertown ..	Hampton Coal	.....	4.25	4.25
		Mines .....	.....	
Length of single track owned			85.20	127.55	212.75
Total miles of single track owned.....			85.20	127.55	212.75
Sidings.....			12.75	13.50	26.25
Total miles of track owned, including sidings.			97.95	141.05	239.00
PROPRIETARY AND LEASED LINES.					
Proprietary lines, none.					
Number of junction stations.....			5	4	9
What is the gauge of your line?					
Four feet, eight and one-half inches.					

Western Union Railroad Company.

DOINGS OF THE NINE MONTHS IN TRANSPORTATION.

Mileage and Tonnage.

MILEAGE.

1. Number miles run by passenger trains	213,457
2. Number miles run by freight and mixed trains	372,586
3. Number miles run by wood, gravel and construction trains	18,100
4. Mileage of switching trains	72,740
5. Total mileage	676,833
6. Proportion[for Wisconsin (give percentage and miles), 40 per cent.	270,783

PASSENGERS CARRIED.

7. Total number of passengers carried	180,254
8. Total number of passengers carried one mile (eastward)	2,265,436
9. Total number of passengers carried one mile (westward)	2,776,959
10. Total number passengers carried one mile	5,042,395
11. Rate per passenger per mile on whole line, .02 ³⁴ / ₁₀₀ cents.	
12. Rate per passenger per mile in Wisconsin, .02 ¹⁸ / ₁₀₀ cents.	
13. Average distance traveled by each passenger	31 miles.

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	108,094	230
2. Flour	2,729	1,790
3. Provisions	8,682	1,690
4. Salt, cement, water lime and stucco	7,454	1,950
5. Manufactures, including agricultural implements, furniture and wagons	9,762	610
6. Live stock	24,981	750
7. Lumber and forest products	51,980	350
8. Iron, lead and mineral products	2,622	130
9. Stone, brick, lime, sand, etc	13,749	200
10. Coal	70,755	1,170
11. Merchandise and other articles	47,660	90
12. All other freights not above enumerated		
13. Total freight in tons	348,422	960
14. Proportion for Wisconsin	258,118	620
15. Number of tons of freight carried one mile	37,163,003	
16. Number of tons of freight carried one mile (eastward)	21,781,388	
17. Number of tons of freight carried one mile (westward)	15,381,714	
18. Average rate per ton per mile on all freights carried . . . . .	.01.59 cents	
19. Average rate per ton per mile on local freight		

Western Union Railroad Company.

AVERAGE PRICE PER TON PER MILE ON FREIGHTS FOR A SERIES OF YEARS.

<i>Year.</i>	<i>Cents.</i>	<i>Year.</i>	<i>Cents.</i>
1870.....	2.82	1875.....	1.79
1871.....	2.42	1876.....	1.77
1872.....	2.80	1877.....	1.72
1873.....	3.17	1878.....	1.78
1874.....	1.85	1879.....	1.59

MILEAGE EARNINGS FOR THE NINE MONTHS.

	Whole Line.	Wis- consin.
1. Earnings per mile of road on freight.....	\$2,780 37	\$2,780 37
2. Earnings per mile of road on passengers.....	677 06	677 06
3. Earnings per miles of road on mails, express, and all other sources.....	178 53	178 53
4. Total earnings per mile.....	\$3,635 96	\$3,635 96
5. Net earnings per mile.....	\$1,103 25	\$1,103 25
6. Earnings per train mile run, on freight.....	1 59	1 59
7. Earnings per train mile run, on passengers.....	67	67
8. Earnings per train mile run, on mails, express, and all other sources.....	06	06
9. Net earnings per train mile.....	40	40
10. Of the earnings of the entire line, what is the ratio of passengers to freight? Answer: On whole line, as 1 to 4; in Wis- consin, as 1 to 4.		
11. What is the rate of passenger per mile.....	.02.86	.02.86
12. Number of passengers carried one mile... ..	5,042,895	2,016,958
13. Number of miles of operated road upon which above estimates are based.....	212 75	85 20

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

(Nine months.)

1. Average operating expenses per mile of road.....	\$2,532 71
2. Average operating expenses per train mile.....	80
3. Cost of maintaining track and bridges per mile.....	18
4. Cost of repairs of engines per mile run.....	06
5. Cost of engineers and firemen per mile run.....	06
6. Cost of oil and waste per mile run.....	7 1/2
7. Cost of fuel per mile run.....	08

Western Union Railroad Company.

EARNINGS, AND EXPENSE STATEMENT.

(Nine months.)

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings.....	\$773,551 09	
Deduct operating expenses and taxes	538,834 72	
Leaving net earnings.....	\$234,716 37	
Amount of rentals paid		
Amount of interest paid.....	\$874 34	
Total of interest.....		874 34
Balance	\$233,842 08	
Dividends paid, viz —.....	none.	
Leaving surplus	\$233,842 08	

EQUIPMENT.

	Owued.	Total.
Number of locomotives.....	39	39
Number of passenger cars	12	12
Number of baggage, mail, and express cars.....	12	12
Number of parlor or sleeping cars	2	2
Number of freight cars, basis of 8 wheels.....	612	612
Number of other cars	75	75

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$13,433.76 per annum, for two trains each way daily.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co. Terms, \$1,000 per month, one trip each way daily. Allowed to carry three tons each way, all excess over three tons to be paid for at double first-class rates. Freight received at depots.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road?
None.

Western Union Railroad Company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
No dining cars. Sleeping cars are owned by the company. Fare \$1.50 and \$1.00, according to distance.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
None.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
None.
7. Have you acquired any lines in or out of this State, by purchase, lease, or consolidation or otherwise, since your last report?
None.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
Trains of this company are run over the Chicago, Rock Island and Pacific Railroad, between Port Byron Junction and Rock Island at a cost of \$15,000 per annum.
Western Union trains run over the Chicago, Milwaukee & St. Paul Railway, between Western Union Junction and Milwaukee at the rate of 40 cents per train mile.
11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?
No.
12. Have you made any reduction in such rates, from any station, since the passage of said chapter?
See tariff.
13. Has your company any rule governing your Conductors, Engineers, Trainmen and Switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
Our rules provide for the discharge of any employe using intoxicating liquors to excess.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company?
No.

Western Union Railroad Company.

DAMAGES.—(NINE MONTHS.)

[illegible]

Western Union Railroad Company.

1. Of the above accioents, those numbered as follows were caused by broken rails:
None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
None.
3. Of the above accidents those numbered as follows wer caused by COLLISIONS, not properly coming under 2:
None.
4. Of the above accidents those numbered at follows were caused by explosions:
None.
5. Amount paid as damages caused by fire from locomotives.
Nothing.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle.....	8	\$58 00
2. Horses.....	8	200 00
3. Mules.....		
4. Sheep.....	15	29 00
5. Hogs.....	1	2 50
6. Total.....	27	\$289 50

7. Amount claimed yet unsettled, or in litigation.

STATE OF WISCONSIN—County of Milwaukee—ss.

D. A. Olin, General Superintendent, and P. Tyrrell, Auditor of the Western Union Railroad Company being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1879, to the best of their knowledge and belief.

{ SEAL }

Signed,

D. A. OLIN, General Sup't.
P. TYRRELL, Auditor.

Subscribed and sworn to, before me, a notary public, this Third day of November, A. D. 1879.

{ SEAL }

G. E. WEISS
Notary Public,
Milwaukee Co., Wis.

Fond du Lac, Amboy & Peoria Railway Company.

REPORT
OF THE
FOND DU LAC, AMBOY & PEORIA RAILWAY COMPANY.
For the year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President and Superintendent.	Alonzo Kinyon.....	Fond du Lac, Wis.
Ass. Supt. Vice. Pres. & Secy.	Wm. P. Wolf... ..	Tipton, Iowa.
Treasurer.....	E. N. Foster.....	Fond du Lac, Wis.
Solicitor	Geo. P. Knowles.....	Fond du Lac, Wis.
Auditor	F. W. Froemke.....	Fond du Lac, Wis.
Ass. General Freight Agent...	B. H. O'Meara.....	Fond du Lac, Wis.
General Ticket Agent.....	W. G. Wright.....	Fond du Lac, Wis.

1. General offices at Fond du Lac, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Alonzo Kinyon	Fond du Lac.	Peter Heltzel.....	Fond du Lac.
Wm. P. Wolf	Tipton, Iowa.	J. A. Barney	Mayville.
S. V. Land	Tipton, Iowa.	Alex. McDonald...	Fond du Lac.
Geo. P. Knowles ...	Fond du Lac.	M. D. Moore	Fond du Lac.
E. N. Foster	Fond du Lac.		

EXECUTIVE COMMITTEE.

A. KINYON. GEO. P. KNOWLES. ALEX. McDONALD.
E. N. FOSTER. WM. P. WOLF.

2. Date of annual election of directors. First Tuesday in May each year.
3. Name and address of person to whom correspondence concerning this report should be directed, A. Kinyon, Fond du Lac.

Fond du Lac, Amboy & Peoria Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1879

1. Total income five months.....	\$13,795 46
2. Operating expenses, five months.....	6,528 11
3. Excess of income, five months.....	7,267 35
4. No taxes. Paid for lease of depot grounds.....	10 00
6. Interest accrued during the year.....	1,111 10
On funded debt.....	\$1,111 10
7. Dividends declared. None. Paid for construction and equip- ment and other property accounts.....	7,407 45
8. Balance for the year, September 30, 1879, (deficit)	<u>\$1,261 20</u>

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$700,000 00
3. How many kinds of stock at date of last report? One.	
4. Amount of common stock at date of last report. This is our first report.	
Total capital stock at date of last report. See No. 4.	
How much common stock has been issued since date of last report? None.	
How much preferred stock has been issued since date of last report? None.	
Total amount of stock now outstanding	\$125,000 00
Amount of stock per mile of road (exclusive of sidings)...	<u>4,810 34</u>

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue.	Rate of interest.	AMOUNT.
First mortgage bonds.....	New York.....	May 1, 1879	Pr. c't. 6	\$120,000 00
2. Total bonded indebtedness.....				\$120,000 00
\$10,000 of the above amount are in the hands of our treasurer.				
4. Amount per mile of road..				\$4,137 93
5. No. of miles of road on which computations are made (on whole line), 29.				
7. Net cash realized from sale of bonds. In cash or part payment for construction				110,000 00
8. Amount of unfunded and floating debt. None, except about \$15 00 for unsettled right of way.				
9. Aggregate of capital stock; funded and unfunded debt..				\$236,500 00
11. Amount of funded and unfunded debt per mile				8,155 17

Fond du Lac, Amboy & Peoria Railway Company.

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:

None.

QUICK ASSETS.

1. Specify particularly:

First mortgage bonds unsold in hands of company \$10,000 00

Total..... \$10,000 00

ANALYSIS OF EARNINGS.

1. From local passengers	\$3,191 44	.....
2. From through passengers (to and from other roads)	444 83	.....
3. From express and extra baggage	219 74	.....
4. From mails .....		.....
5. From other sources, passenger department.....		.....
6. Total earnings from passenger department	<u>\$3,856 01</u>	
7. From local freight	\$3,215 31	.....
8. From through freight (to and from other roads). ..	6,724 14	.....
9. From other sources, freight department. ....		.....
10. Total earnings from freight department.....	<u>9,939 45</u>	
11. Total transportation earnings	<u>\$13,795 46</u>	
12. Rents for use of road. None.		
13. Income from all other sources (specifying same). None.		
14. Total income from all sources.....	<u>\$13,795 46</u>	

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$1,359 72
2. Legal expenses, (recording papers)	5 20
3. Insurance.....	
4. Stationery and printing	153 20
5. Outside agencies and advertising.....	
6. Contingencies and miscellaneous.....	315 76
7. Repairs of bridges (including culverts and cattle guards)..	
8. Repairs of buildings.....	
9. Repairs of fences, road-crossings, and signs }	168 41
10. Renewal of rails	
11. Renewal of ties	
12. Repairs of road-bed and track... ..	1,865 91
13. Repairs of locomotives	131 67
14. Fuel for locomotives.....	585 38
15. Water supply	
16. Oil and waste... ..	53 58
17. *Locomotive service.....	914 21
18. Repairs of passenger cars.....	108 39
19. Mixed train service. We only run mixed trains.....	605 99

* Salaries and wages.

Fond du Lac, Amboy & Peoria Railway Company.

20. Mixed train supplies	14 60
21. †Mileage passenger cars. None.	
22. Repairs of freight cars	
23. *Freight train service. See No. 19.	
24. Freight train supplies. See No. 20.	
25. †Mileage freight cars. None.	
26. Telegraph expenses. We have no telegraph line.	
27. Loss and damage, freight and baggage	1 60
28. Loss and damage, property and cattle	27 50
29. Personal injuries. None.	
30. *Agents and station service	609 96
31. Station supplies	27 10
Total for operating ..	\$6,528 11
32. Total operating expenses, being 47.11 per cent. of earnings	
33. No Taxes paid; lease for depot ground	10 00
Total	\$6,538 11
34. Total operating expenses and taxes being 47.11 per cent. of earnings	

**MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPT. 30, 1879.¹**

MONTHS.	Passengers.	Freight.	Mails, Exp's and all other sources.	Total.
1878.				
October	\$553 90	\$1,739 34	\$27 94	\$2,321 18
November	584 10	1,471 08	45 58	2,100 76
December	420 20	1,084 57	34 46	1,539 23
1879.				
January	342 55	987 89	9 42	1,339 86
February	332 15	768 04	12 27	1,112 46
March	579 85	870 30	19 27	1,469 42
April	475 65	879 10	13 09	1,367 84
May	502 66	1,374 04	24 65	1,901 35
June	746 15	1,440 43	15 60	2,202 18
July	1,167 53	1,858 06	77 95	3,103 54
August	617 98	1,446 49	47 30	2,111 77
September	601 95	3,820 43	54 24	4,476 62
Totals	\$6,924 67	\$17,739 77	381 77	\$25,046 21

*Salaries and wages.

†Debit balances.

*Fond du Lac, Amboy & Peoria Railway Company.*MONTHLY EXPENSES.¹

MONTHS.	Operating exp'nses and taxes.	Rentals.	Interest, div- idends, etc.	Total.
1878.				
October	\$1,683 97	.....	.....	.....
November	1,531 42	.....	.....	.....
December	1,566 19	.....	.....	.....
1879.				
January	1,339 47	.....	.....	.....
February	1,153 45	.....	.....	.....
March	1,241 44	.....	.....	.....
April	1,104 78	.....	.....	.....
May	1,217 69	\$2 50	.....	\$1,220 19
June	1,429 91	2 50	\$1,111 10	2,541 51
July	1,215 98	2 50	751 91	2,000 89
August	1,270 37	2 50	4,085 70	5,358 57
September	1,394 16	.....	2,569 84	3,964 00
Totals	\$16,148 83	\$10 00	\$8,518 55	\$24,677 38

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry	\$2,565 54
2. Bridging .....	.....
3. Superstructure, including rails	128 79
4. Land, land damages and fences	3,833 04
5. Passenger and freight stations, wood and coal sheds and water stations .....	.....
6. Engine houses, car sheds and turn-tables	1 65
7. Machine shops .....	.....
8. Engineering, agencies, salaries, and other expenses during construction	60 20
9. Purchase of other roads (specifying same): Claim relating from old construction assumed by this company per contract	500 00
10. Total for construction	\$7,089 22
11. Locomotives [extra repairs]	158 01
12. Parlor and sleeping cars .....	.....
13. Flat cars change to excursion cars [Number 4]	160 22
14. Freight and other cars .....	.....
15. Total for equipment	318 23
16. Total expenditures charged to property account	\$7,407 45

¹ The earnings and expenses for October, November, December, 1878, and January, February, March, April and May, 1879, are as reported to this office by the receiver of the road, while it was under his control, and the totals have been changed so as to include the amounts. — COMMISSIONER.

Fond du Lac, Amboy & Peoria Railway Company.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878	\$225,625 06
2. Paid for construction during the year, as per construction account on page 10'	7,089 22
3. Paid for equipment during the year, as per equipment account on page 10	818 28
4. Total expended for construction and equipment during the year ending Sept. 30, 1879	7,407 45
5. Total cost of entire line to date, Sept. 30, 1879	<u>\$233,032 51</u>

PERSONS EMPLOYED AND SALARIES PAID.

	FIVE MONTHS.		
	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	1	\$1,500 00	\$625 00
Clerks in general offices	8	547 56	684 47
Agents, and clerks at all stations	4	363 84	606 47
Master and skilled mechanics	2	458 04	381 72
Helpers in shops	1	324 00	184 99
Conductors	1	784 08	327 96
Engineers	1	1,230 72	512 83
Firemen and wipers	2	479 64	399 72
Brakemen	1	542 88	226 19
Flagmen, switchtenders, gatekeepers and watchmen			
Section foremen	8	503 88	419 94
Section laborers	12	800 00	1,467 14
All other employes			
Total	81		\$5,786 43

Fond du Lac, Amboy & Peoria Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Constructi'n and equip- ment, including ma- terial on hand	\$233,032 51	Capital stock.....	\$125,000 00
Unsold bonds.....	10,000 00	Mortgage bonds	110,000 00
Interest account	1,111 10	Bills payable	2,800 00
Balance due from R. R. Companies	785 33	Unfunded debts for right of way.....	1,500 00
Agents' balances, and sundry debtors.....	317 05	Income account	7,397 61
Cash on hand.....	451 62		
	\$245,697 61		\$245,697 61

CHARACTERISTICS OF ROAD.

ROADS OWNED.

Name of Division or Branch.	To	From	Wis'sin Miles.	Total Miles.
Main line:	Iron Ridge	Fon du Lac.....	29	29
Length of single track owned			29	29
Sidings			1½	1½
Total miles of track owned, including 2d track and sidings			30½	30½

What is the gauge of your lines? Three feet.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage and Tonnage.

MILEAGE.

1. Number miles run by passenger trains	} mixed trains. 15,490
2. Number miles run by freight and mixed trains..	
3. Number miles run by wood, gravel and construc- tion trains	
5. Total mileage.....	15,490

Fond du Lac, Amboy & Peoria Railway Company.

PASSENGERS CARRIED.

7. Total number of passengers carried.....	5,271
8. Total number of passengers carried one mile (south).....	61,775
9. Total number of passengers carried one mile (north).....	61,375
10. Total number of passengers carried one mile	123,150
11. Rate per passenger per mile on whole line	02.9 cents.
13. Average distance traveled by each passenger.....	23 miles.

TONNAGE OF FREIGHTS CARRIED.¹

FREIGHTS.	TONS.	LBS.
1. Grain	13,201	1,485
2. Flour.....		
3. Provisions		
4. Salt, cement, water-lime and stucco		
5. Mfrs., incl. ag'l implem'ts, furniture and wagons.....		
6. Live stock.....		
7. Lumber and forest products.....		
8. Iron, lead, and mineral products.....		
9. Stone, brick, lime, sand, etc.....		
10. Coal		
11. Merchandise and other articles.....		
12. All other freights not above enumerated		
13. Total freight in tons		

15. Number of tons of freight carried, one mile.....	145,927
16. Number of tons of freight carried (south).....	4,538
17. Number of tons of freight carried (north)	8,663
18. Av. rate per ton per mile on all freights carried	06.8 m
19. Average rate per ton per mile on local freight.....	04.5 m

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight, five months.....	\$842 74
2. Earnings per mile of road on passengers, five months.....	125 88
3. Earnings per mile of road on mails, express, and all other sources, five months.....	7 57
4. Total earnings per mile.....	\$475 69
5. Net earnings per mile	\$250 24
6. Earnings per train mile run, on freight	64
7. Earnings per train mile run, on passengers.....	23
8. Earnings per train mile run, on mails, express and all other sources	01.4 m
9. Net earnings per train mile.....	46 8 m

¹ Cannot give a correct statement of commodities, as there was no record kept — will have it though hereafter.

Fond du Lac, Amboy & Peoria Railway Company.

10. Of the earnings of the entire line, what is the ratio of passengers to the freight?

Answer: 13 to 37.

11. What is the rate of passenger per mile..... 02.9 m
 12. Number of passengers carried one mile, 123, 150
 13. Number of miles of operated road upon which above estimates are based 29 miles.

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

- | | |
|--|----------|
| 1. Average operating expenses per mile of road (29 miles) 5 months | \$225 45 |
| 2. Average operating expenses per train mile (15,490 miles) 5 months | 42.2 |
| 3. Cost of maintaining track and bridges per mile..... | 47 10 |
| 4. Cost of repairs of engines per mile run | 01 |
| 5. Cost of engineers and firemen per mile run, about..... | 06 |
| 6. Cost of oil and waste per mile run | 34 c |
| 7. Cost of fuel per mile run..... | 03.7 |

EARNINGS AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS AND OF EXPENSES PAID.

Gross earnings.....	\$13,795 46
Deduct operating expenses and taxes.....	6,528 11
Leaving net earnings.....	7,267 35
Amount of rentals paid ..	\$10 00
Amount of interest paid.....	1,111 00
Total of rentals and interest.....	1,121 10
Balance	6,146 25
No dividends paid (paid for construction and equipment and other property accounts.....	7,407 45
Leaving deficit	1,261 20

EQUIPMENT.

Number of locomotives	2
Number of passenger-cars.....	1
Number of baggage, mail, and express cars.....	1
Number of parlor or sleeping cars	
Number of freight cars (basis of 8 wheels) (box).....	16
Number of other cars (flat).....	16

GENERAL QUESTIONS.

EXPRESS COMPANIES.

2. What express companies run on your road?
 American Express company.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road and on what terms?
 None.

Fond du Lac, Amboy & Peoria Railway Company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road?
No.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
None.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
None.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
We are in joint freight and passenger account with the C. M. & St. P. Ry. Co.
11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57 of the laws of 1876?
No.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
Drunkenness on duty will be considered sufficient cause for instant dismissal — this is enforced.

LANDS RECEIVED AND SOLD, etc.

1. Have any swamp or other state land been granted your company?
No.

ACCIDENTS.

None.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	2	\$27 50
2. Horses		
3. Mules		
4. Sheep		
5. Hogs		
6. Total	2	\$27 50

STATE OF WISCONSIN — *County of Fond du Lac* — ss.

Alonzo Kinyon, President and Superintendent, and F. W. Frænke, Auditor, of the Fond du Lac, Amboy and Peoria Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct state-

Fond du Lac, Amboy & Peoria Railway Company.

ment of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief

[SEAL]

Signed,

ALONZO KINYON,
President and Superintendent.
F. W. FREMKE, *Auditor.*

Subscribed and sworn to, before me, this 31st day of October, A. D. 1879.

[SEAL]

THOS. W. SPENCE, *Notary Public, Wisconsin.*

MILWAUKEE, November 11, 1879.

A. J. TURNER, *Railroad Commissioner, Madison, Wis.:*

SIR: Instead of using the blank sent me, which is a good deal bigger than I can fill, I will give you statements made from my monthly reports to court. My time ends April 26, 1879. Monthly earnings and operating expenses are as follows:

Oct. 1878	Earnings ..	Freight ...	\$1,739 34			
		Passengers.	553 90			
		Express ...	27 94			
				\$2,321 18	Expenses	\$1,683 97
Nov. 1878	Earnings ..	Freight ...	\$1,471 08			
		Passengers.	584 10			
		Express ...	45 58			
				2,100 76	Expenses	1,531 43
Dec. 1878	Earnings ..	Freight ...	\$1,084 57			
		Passengers.	420 20			
		Express ...	34 46			
				1,539 23	Expenses	1,566 19
Jan. 1879	Earnings ..	Freight ...	\$987 98			
		Passengers	343 55			
		Express ...	9 42			
				1,339 86	Expenses	1,339 47
Feb. 1879	Earnings ..	Freight ...	\$768 04			
		Passengers	332 15			
		Express ...	12 27			
				\$1,112 46	Expenses	1,153 45
Mar. 1879	Earnings ..	Freight ...	\$870 30			
		Passengers	579 85			
		Express ...	19 27			
		Sale of old material.	3 30			
				1,472 72	Expenses	1,241 44
Apr. 1879	Earnings ..	Freight ...	\$879 10			
		Passengers	475 65			
		Express ...	13 09			
				1,367 84	Expenses	1,104 78

I have no means now of giving analysis of earnings or expenses. I had nothing to do with capital, or debt, or directors, or stockholders, and can give no figures. I have not the pay rolls to give you wages and salaries. They were nearly same as in my report for Sept. 1878. I used two locomotives and two passenger cars; no sleeping car. I think there were fourteen freight cars and fourteen flats, but am not sure. My last year's report gives number of each. There were no changes.

This is meagre, but I believe it is all I can give.

Yours truly,

J. R. BRIGHAM,
Late Receiver.

Galena & Wisconsin Railroad Company.

REPORT

OF THE

GALENA & WISCONSIN RAILROAD COMPANY,

For the year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Fredrick Stahl	Galena, Ill.
Vice-President	William Dickson	Galena, Ill.
Superintendent	G. Albert Haggerty	Galena, Ill.
Secretary	J. J. Gray	Galena, Ill.
Auditor		
Pass Agent		
Freight Agent		
Treasurer	H. D. Howard	Galena, Ill.

1. General offices at Galena, Illinois.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Fred. Stahl	Galena, Ill.	H. D. Howard	Galena, Ill.
Wm. Dickson	Galena, Ill.	J. A. Brinchter	Galena, Ill.
J. H. Hellman	Galena, Ill.		

EXECUTIVE COMMITTEE.

FRED. STAHL,

WM. DICKSON,

J. H. HELLMAN.

2. Date of annual election of directors.

First Tuesday after first Monday in December.

3. Name and address of person to whom correspondence concerning this report should be directed.

J. J. Gray.

Galena & Wisconsin Railroad Company.

**GENERAL EXHIBIT FOR THE THREE MONTHS ENDING SEP-
TEMBER 30, 1879.**

1. Total income.....	\$4,121 85
2. Operating expenses.....	8,771 75
3. Excess of income.....	\$350 10
4. Taxes.....	
5. Rentals (specifying amount to each company) Entire rolling stock of Hellman & Lorrain, at \$100 per month.	
6. Interest accrued during the year. None.	
7. Dividends declared. None.	

CAPITAL STOCK.

Capital stock authorized by charter.....	300,000 00
*Proportionate amount of same for Wisconsin.....	255,000 00
How many kinds of stock at date of last report? None.	
How much stock has been issued since date of last report? None.	
Total amount of stock now outstanding.....	\$227,777 50
*Proportionate amount of same for Wisconsin.....	170,833 12
Amount of stock per mile of road (exclusive of sidings).....	5,555 00

FUNDED AND UNFUNDED DEBT.

1. Describe specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable. None issued.	
8. Amount of unfunded and floating debt.....	
9. Aggregate of capital stock; funded and unfunded debt ¹ ..	\$227,777 50
10. Proportionate amount for Wisconsin.....	170,833 12
11. Amount of funded and unfunded debt per mile	5,555 00

ANALYSIS OF EARNINGS.

1. From local passengers.....	\$1,483 35
2. through passengers (to and from other roads)	
3. express and extra baggage.....	68 80
4. mails	300 00
5. other sources, passenger department.	
6. Total earnings from passenger department.....	1,852 15
7. local freight	2,269 70
14. Total income from all sources.....	4,121 85
15. Proportionate amount of income for Wisconsin.....	3,091 38

* See letter of explanation on page 84.

(1) See letter of explanation, p. 84.

Galena & Wisconsin Railroad Company.

GALENA AND WISCONSIN RAILROAD COMPANY,

General Office,

GALENA, ILL., Oct. 27, 1879.

A. J. TURNER, *Rail Road Commissioner, Madison, Wis.:*

DEAR SIR:—Yours of 23d inst. is at hand. Please add the following to our report: Page 3. To: amount of stock outstanding, \$327,777 50; proportionate amount of same for Wisconsin, \$170,833 12; amount of stock per mile of road, exclusive of sidings, is the same as reported, viz: 75 00, provided it amount as per charter is meant. But if from stock outstanding is meant, it would read \$3,555 00. And the last question on page 3 would be \$170,833 12. On page 5, No. 9, \$327,777 50; on page 5, No. 10, \$170,833 12; on page 5, No. 11, \$5,555 00.

The best answer I can give you for No. 2, page 11, is that the road was bought for the amount of bonds that were outstanding, with coupons attached; and then the stock was issued at 50 per cent. of that whole amount, according to decree of court.

Hoping, with a few remarks from the President, you will find things satisfactory.

I am yours truly,

J. J. GRAY.

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks for three months...	\$450 00
2. Legal expenses.....	100 00
3. Insurance.....	
4. Stationery and printing.....	75 50
5. Outside agencies and advertising.....	
6. Contingencies and miscellaneous.....	65
7. Repairs of bridges (including culverts and cattle guards).....	
8. Repairs of buildings.....	
9. Repairs of fences, road crossings, and signs.....	65 00
10. Renewal of rails, extending.....	600 00
[No. tons laid.....18]	
11. Renewal of ties.....	680 00
[No. laid.....3,403]	
12. Repairs of road-bed and track.....	722 00
13. Repairs of locomotives.....	235 00
14. Fuel for locomotives.....	287 50
15. Water supply.....	90 00
16. Oil and waste.....	45 50
17. *Locomotive service.....	270 00
18. Repairs of passenger cars.....	
19. Passenger train service.....	
Mixed train service.....	
20. Passenger train supplies.....	
21. * Mileage passenger cars.....	
22. Repairs of freight cars.....	45 60
23. * Freight train service.....	
24. Freight train supplies.....	
25. * Mileage freight cars.....	
26. Telegraph expenses.....	
27. Loss and damage, freight and baggage.....	None.
28. Loss and damage, property and cattle.....	26 00
29. Personal injuries.....	
30. * Agents and station service.....	
31. Station supplies.....	78 40
32. Total operating expenses, being 91 per cent. of earnings.....	\$3,771 15
33. Taxes.....	
34. Total operating expenses and taxes, being 91 per cent. of earnings.....	\$3,771 15
Proportionate amount for Wisconsin, made on a basis of miles of road.....	\$2,828 37

* Salaries and wages. * Debit balances.

Galena & Wisconsin Railroad Company.

**MONTHLY EARNINGS FROM ALL SOURCES, FOR THREE
MONTHS ENDING SEPTEMBER 30, 1879.**

MONTHS.	Passengers.	Freight.	Mail, expr'ss and all other sources.	Total.
1879.				
July	\$301 25	\$431 65	\$128 80	\$861 70
August	709 35	847 40	120 00	1,676 75
September	472 75	990 65	120 00	1,583 40
Totals	¹ \$1,483 35	\$2,269 70	\$368 80	\$4,121 85
Proportion for Wisconsin...	\$1,112 52	\$1,702 28	\$276 60	\$3,091 40

MONTHLY EXPENSES.

<i>Months.</i>	<i>Operating ex- penses and taxes.</i>
July	\$1,490 65
August	1,045 00
September	1,286 20
Total	\$3,771 85
Proportion for Wisconsin	\$2,828 88

COST OF ROAD.**CONSTRUCTION AND EQUIPMENT.**

5. Total cost of entire line to date, Sept 30, 1879 ²	\$227,777 50
6. Proportionate amount for Wisconsin	\$170,833 12

¹ Of this amount, \$591 were for excursions, number of passengers not considered.

² See letter of explanation, page 84.

Galena & Wisconsin Railroad Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	1	\$720 00	\$180 00
Clerks in general offices	1	600 00	150 00
Agents and clerks at all stations	6	180 00	270 00
Master, and skilled mechanics	2	510 00	255 00
Helpers in shops	1	100 00	25 00
Conductors	1	600 00	150 00
Engineers	2	600 00	300 00
Firemen and wipers	3	300 00	270 00
Brakemen			
Flagmen, switchtenders, gatekeepers and watchmen	1		
Section foremen	2	480 00	240 00
Section laborers	12	300 00	900 00
All other employes			
Totals	32		\$2,740 00

CHARACTERISTICS OF ROAD.

ROADS OWNED.

NAME OF DIVISION OR BRANCH.	To.	From.	STATE.		Total miles.
			Wis.	Ill.	
			Miles.	Miles.	
Main line:	Platteville	Galena ...	20	10	30
Div'ns or branches:	McCormicks...	Phillips ...	10	.....	10
Length of single track owned			30	10	40
Sidings			1	.....	1
Total miles of track owned, including sidings.			31	10	41
Aggregate length of tracks operated by this company, computed as single track			30	10	40
Aggregate length of sidings and other track not above enumerated			1	.....	1
Total			31	10	41
Number of junction stations, two					
What is the gauge of your lines? Three feet.					

Galena & Wisconsin Railroad Company.

**GENERAL BALANCE SHEET FOR THE YEAR ENDING SEP-
TEMBER 30, 1879.**

Owing to the road just commencing operations we have been unable to get our full set of books open, so as to fill this correctly.

DOINGS OF THREE MONTHS IN TRANSPORTATION.

(*Mileage and Tonnage.*)

MILEAGE.

1. Number miles run by passenger trains	}	5,860
2. Number miles run by freight and mixed trains		
3. Total mileage		5,860
6. Proportion for Wisconsin. (Give per centage and miles).....		<u>4,895</u>

PASSENGERS CARRIED.

7. Total number of passengers carried, exclusive of excursions	1,467
10. Total number of passengers carried one mile.....	28,456
11. Rate per passenger per mile on whole line.....	3 $\frac{1}{2}$ c
12. Rate per passenger per mile in Wisconsin	3 $\frac{1}{2}$ c
13. Average distance traveled by each passenger.....	19.08

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	176	.....
2. Flour .....		.....
3. Provisions .....		.....
4. Salt, cement, water lime and stucco.....		.....
5. Manufacturers, including agricultural implements, furniture and wagons.....		.....
6. Live stock.....		.....
7. Lumber and forest products.....	1,880	.....
8. Iron, lead and mineral products	96	.....
9. Stone, brick, lime, sand, etc.....	32	.....
10. Coal .....		.....
11. Merchandise and other articles.....	40	.....
12. All other freights not above enumerated	118	1,686
13. Total freight in tons.....	2,842	1,686
14. Proportion for Wisconsin	1,757	264

Galena & Wisconsin Railroad Company.

MILEAGE EARNINGS FOR THE YEAR.

	Whole Line.	Wisconsin.
1. Earnings per mile of road on freight	\$56 74	\$56 74
2. Earnings per mile of road on passengers.....	37 08	37 08
3. Earnings per mile of road on mails, express and all other sources.....	9 22	9 22
4. Total earnings per mile	103 04	\$103 04
5. Net earnings per mile.....	\$8 75	\$8 75
6. Earnings per train mile run, on freight.....	38	38
7. Earnings per train mile run, on passengers....	25	25
8. Earnings per train mile run, on mails, express and all other sources.....	06	06
9. Net earnings per train mile.....	07	07
10. Of the earnings of the entire line, what is the ratio of passengers to the freight?.....		
Answer: On whole line, as 7 to 11, in Wis- consin, as 7 to 11.		
11. What is the rate of passenger per mile on the whole line and in Wisconsin?.....	3 $\frac{2}{10}$	3 $\frac{1}{10}$
12. Give number of passengers carried one mile, on whole line in Wisconsin.....	28,456	21,342
13. Give number of miles of operated road upon which above estimates are based	40	30

MISCELLANEOUS OPERATING EXPENSES, STATISTICS.

1. Average operating expenses per mile of road..... \$94 20

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS AND OF EXPENSES PAID.

Gross earnings	\$4,121 85
Deduct operating expenses and taxes.....	3,771 75
Leaving net earnings.....	\$350 10
Amount of rentals paid, included in above expenses.....	
Amount of interest paid, none.	
Total of rentals and interest.....	300 00
Balance	
Dividends paid, viz.: none.	

EQUIPMENT.

Number of locomotives	2
Number of passenger cars.....	1
Number of baggage, mail, and express cars (a part of passenger cars used)	
Number of freight cars (basis of 8 wheels)	14
Number of other cars	16

Galena & Wisconsin Railroad Company.

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$120 per month.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
A. M. Ex. Co., \$20 per month.
Take the freight at the depot.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road?
None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road?
No.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
This company is proprietor of the old G. & S. W. R. R., having taken possession by foreclosure of mortgage, and are now acting under new charter.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report?
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, made since the date of your last report?
None.
11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?
No.
12. Have you made any reduction in such rates, from any stations, since the passage of said chapter?
No.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquor? If so, what is it, and is it enforced?
None.

Galena & Wisconsin Railroad Company.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company?
No.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?
None.

ACCIDENTS.

None.

5. Amount paid as damages caused by fire from locomotives. None.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT
OF DAMAGES PAID THEREFOR.

	Number killed.	Amount Paid.
1. Cattle.....	1	\$25 00
2. Horses.....		
3. Mules.....		
4. She p.....		
5. Hogs.....	1	1 00
6. Total.....	2	\$26 00

7. Amount claimed yet unsettled, or in litigation. None.

REMARKS:

The total time taken into consideration for this report, is for three months only, owing to the reason of its commencing operations about July first.

STATE OF ILLINOIS, — *County of Jo Davies*, — ss.

I, Frederick Stahl, President, and J. J. Gray, Secretary of the Galena and Wisconsin Railroad company, being duly sworn depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

{
SEAL.
}

Signed,

FREDERICK STAHL,
President.

J. J. GRAY,
Secretary.

Subscribed and sworn to before me a Notary Public this 20th day of October, A. D. 1879.

{
SEAL.
}

C. S. MERRICK,
Notary Public,

Pine River Valley & Stevens Point Railroad Company.

REPORT

OF THE

PINE RIVER VALLEY & STEVENS POINT RAILROAD CO.,

For the year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	J. W. Lybrand.....	Richland Center, Wis.
Vice President.....	A. W. Bickford.....	Richland Center, Wis.
Secretary.....	Wm. H. Pier.....	Richland Center, Wis.
Treasurer.....	J. L. McKee.....	Richland Center, Wis.

1. General offices at Richland Center, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
J. W. Lybrand	Richl'd Center.	J. Walworth.....	Richl'd Center.
A. W. Bickford.....	Richl'd Center.	J. Brim'r	Richl'd Center.
J. L. McKee.....	Richl'd Center.	J. H. Miner.....	Richl'd Center.
F. P. Bowen.....	Richl'd Center.	W. J. Bowen	Bowen's Mills.
A. C. Parfrey	Richl'd Center.		

EXECUTIVE COMMITTEE.

A. W. BICKFORD, F. P. BOWEN, A. C. PARFREY,

2. Date of annual election of directors. Last Saturday in July.
 3. Name and address of person to whom correspondence concerning this report should be directed, Wm. H. Pier, Richland Center, Wis.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

1. Total income.....	\$17,116 70
2. Operating expenses.....	9,914 53
3. Excess of income.....	7,202 18
4. Taxes.....	80 00

Pine River Valley & Stevens Point Railroad Company.

6. Interest accrued during the year:		
On funded debt.....	\$3,843 75	.....
On other debt.....	461 45	.....
	<u> </u>	<u>\$4,305 20</u>
8. *Balance for the year—September 30, 1879—surplus.....		<u>2,816 98</u>

CAPITAL STOCK.

Capital stock authorized by charter	\$150,000 00
How many kinds of stock at date of last report? One.	
Amount of common stock at date of last report.....	<u>51,000 00</u>
Total capital stock at date of last report.....	<u>\$51,000 00</u>
Total amount of stock now outstanding.....	<u>\$51,000 00</u>
Amount of stock per mile of road (exclusive of sidings.....	<u>\$3,187 50</u>

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue.	Rate of interest.	AMOUNT.
First Mortgage.....	Milwaukee, Aug. 3, '78.	Aug. 3, '78	10 pct.	\$20,000 00
Second Mortgage ..	Milwaukee, Sept. 16, '80	Sep. 16, '78	10 pct.	14,500 00
2. Total bonded indebtedness				<u>\$34,500 00</u>
4. Amount per mile of road.....				2,156 25
5. No. of miles of road on which computations are made...16				
7. Net cash cash realized from sale of bonds.....				14,500 00
8. Amount of unfunded and floating debt				6,373 42
9. Aggregate of capital stock; funded and unfunded debt				95,534 17
11. Amount of funded and unfunded debt per mile.....				<u>2,768 40</u>

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify particularly, in what they consist:	
Company's note for rails	\$5,911 97
Interest accrued on same	461 45
Total	<u>\$6,373 42</u>

Pine River Valley & Stevens Point Railroad Company.

QUICK ASSETS.

1. Specify particularly:

Cash	\$3,728 58
Total	<u>\$3,728 58</u>

ANALYSIS OF EARNINGS.

1. From local passengers:.....	} \$2,141 50
2. through passengers (to and from other roads)	
3. express, and extra baggage.....	600 25
4. mails	703 74
5. other sources, passenger department.....	
6. Total earnings from passenger department.....	<u>\$3,445 49</u>
7. local freight.. ..	
8. through freight (to and from other roads).....	
9. other sources, freight department.....	
10. Total earnings from freight department.....	<u>\$13,461 66</u>
11. Total transportation earnings.....	<u>\$16,907 15</u>
12. Rents for use of road.....	
13. Income from all other sources (specifying same)	
Sales of salt, etc.....	\$509 55
14. Total income from all sources.....	<u>\$17,116 70</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks. None.	
2. Legal expenses,	\$100 00
3. Insurance.....	.....
4. Stationery and printing	120 35
5. Outside agencies and advertising.....	.....
6. Contingencies and miscellaneous.....	633 89
7. Repairs of bridges (including culverts and cattle guards).....	} All done by section hands and charged to repairs of road and track.
8. Repairs of buildings.....	
9. Repairs of fences, road-crossings, and signs.....	
10. Renewal of rails	410 28
[No. tons laid, wood rails.]	
11. Renewal of ties .....	.....
12. Repairs of road-bed and track... ..	3,653 59
13. Repairs of locomotives	895 08
14. Fuel for locomotives.....	749 13
15. Water supply .....	.....
16. Oil and waste... ..	123 45
17. *Locomotive service.....	1,243 75
18. Repairs of passenger cars (included in No. 6.)	
19. *Passenger train service (mixed).	

* Salaries and wages.

Pine River Valley & Stevens Point Railroad Company.

20. Passenger train supplies (included in No. 6).	
21. †Mileage passenger cars (mixed).	
22. Repairs of freight cars (included in No. 6).	
23. *Freight train service (mixed).	
24. Freight train supplies (included in No. 6).	
25. †Mileage freight cars. None.	
26. Telegraph expenses (included in No. 6).	
27. Loss and damage, freight and baggage. None.	
28. Loss and damage, property and cattle.....	28 00
29. Personal injuries. None.	
30. *Agents and station service.....	1,344 00
31. Station supplies (included in No. 6).	
32. Total operating expenses, being 58 per cent. of earnings...	\$9,914 52
33. Taxes.....	80 00
34. Total operating expenses and taxes being 58.04% of earnings.	<u>\$9,994 52</u>

**MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPT. 30, 1879.**

MONTHS.	Passeng- ers.	Freight.	Mails, Ex- press and all sourc's	Total.
1878.				
October	\$91 50	\$1,302 02	\$259 89	\$1,653 42
November	125 90	1,949 02	125 80	2,200 72
December	89 95	1,530 24	96 50	1,716 69
1879.				
January	97 00	933 45	71 15	1,101 60
February	146 83	1,423 37	209 82	1,780 02
March.....	277 86	726 30	57 05	1,061 15
April.....	187 70	1,089 59	58 40	1,335 69
May.....	159 01	858 33	243 34	1,260 68
June	280 42	1,123 26	58 85	1,462 53
July.....	131 83	542 71	214 04	888 58
August	226 17	746 76	48 30	1,021 23
September	327 39	1,236 57	70 40	1,634 36
Totals	\$2,141 50	\$13,461 66	1,513 54	\$17,116 70

*Salaries and wages.

†Debit balances.

Pine River Valley & Stevens Point Railroad Company.

MONTHLY EXPENSES.

MONTHS.	Operating exp'nses and taxes.	Rentals.	Interest.	Total.
1878.				
October.....	\$924 26	.....	.....	\$924 26
November.....	988 01	.....	.....	988 01
December.....	1,397 40	.....	.....	1,397 40
1879.				
January.....	957 56	.....	.....	957 56
February.....	904 11	.....	.....	904 11
March.....	872 60	.....	\$400 00	1,272 60
April.....	778 63	.....	.....	778 63
May.....	730 65	.....	.....	730 65
June.....	707 73	.....	.....	707 73
July.....	753 71	.....	150 00	903 71
August.....	386 40	.....	.....	386 40
September.....	593 46	5 00	550 00	1,138 46
Totals.....	9,994 53	\$5 00	\$1,090 00	\$11,089 53

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING
THE YEAR.

1. Grading and masonry .....	.....
2. Bridging.....	.....
3. Superstructure, including rails.....	19,552 01
4. Land, land damages and fences.....	108 60
10. Total for construction	19,660 61

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878	\$75,007 56
2. Paid for construction during the year, as per construction account on page 10	19,660 61
5. Total cost of entire line to date, Sept. 30, 1879.....	\$94,667 17

Pine River Valley & Stevens Point Railroad Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters			
Clerks in general offices			
Agents, and clerks at all stations	3	\$448 00	\$1,344 00
Master and skilled mechanics	1	600 00	600 00
Helpers in shops			
Conductors	1	608 00	608 00
Engineers	1	853 00	853 00
Firemen	1	390 00	390 00
Brakemen			
Flagmen, switchtenders, gatekeepers and watchmen	1	312 00	312 00
Section foremen	2	337 50	675 00
Section laborers	6	300 00	1,800 00
All other employes			
Total	16	\$481 07	\$6,582 00

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Cash	3,728 53	First mortgage bonds	20,000 00
Sixteen miles road-bed and track and depot.		Interest on same, 14 months	2,338 33
One locomotive and 18 cars		Sec'nd m'tgage bonds	14,500 00
Right of way and other franchise of road, costing as per report, page 11	94,667 17	Interest due on same.	460 42
		Company's note	5,911 97
		Interest due on same.	461 45
		Capital stock —	
		Reported on p. 8 ..	51,000 00
		Amount to balance ..	3,728 53
	98,395 70		98,395 70
Amount in treasury...	3,728 53		

Pine River Valley & Stevens Point Railroad Company.

CHARACTERISTICS OF ROAD.

ROADS OWNED.

Name of Division or Branch.	To	From	Wis'sin Miles.	Total Miles.
Main line:	R. Center	Lone Rock	16	16
Length of single track owned			16	16
Total miles of single track owned			16	16
Sidings			$\frac{1}{2}$	$\frac{1}{2}$
Total miles of track owned, including 2d track and sidings			$16\frac{1}{2}$	$16\frac{1}{2}$
Aggregate length of tracks operated by this company, computed as single track			16	.....
Aggregate length of sidings and other track not above enumerated			$\frac{1}{2}$	.....
Total			$16\frac{1}{2}$	$16\frac{1}{2}$

Number of junction stations. One.

What is the gauge of your lines? Three feet.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage and Tonnage.

MILEAGE.

1. Number miles run by passenger trains (Ans. in No. 2).	
2. Number miles run by freight and mixed trains.....	19,968
5. Total mileage	19,968

PASSENGERS CARRIED.

7. Total number of passengers carried.....	7,138
8. Total number of passengers carried one mile (eastward)....	43,955
9. Total number of passengers carried one mile (westward)....	42,701
10. Total number passengers carried one mile.....	85,656
11. Rate per passenger per mile on whole line, $2\frac{1}{2}$ cents	
13. Average distance traveled by each passenger.....	12 miles.

AVERAGE PRICE PER TON PER MILE ON FREIGHTS FOR A
SERIES OF YEARS.

Year.	Cents.
1877.....	15
1878.....	11
1879.....	10

Pine River Valley & Stevens Point Railroad Company.

TONNAGE OF FREIGHTS CARRIED.

FREIGHTS.	TONS.	LBS.
1. Grain.....	2,779	1,440
2. Flour.....	1,276	1,100
3. Provisions.....	534	1,170
4. Salt, cement, water lime and stucco.....	118	1,300
5. Manufactures, including agricultural implements, furniture and wagons.....	42	.....
6. Live stock.....	1,421	.....
7. Lumber and forest products.....	437	1,150
8. Iron, lead and mineral products.....	.....	.....
9. Stone, brick, lime, sand, etc.....	.....	.....
10. Coal.....	37	550
11. Merchandise and other articles.....	1,531	820
12. All other freights not above enumerated.....	192	1,480
13. Total freight in tons.....	8,371	510
15. Number of tons of freight carried one mile.....	125,568	344
16. Number of tons of freight carried one mile (eastward).....	6,447	3,000
17. Number of tons of freight carried one mile (westward).....	1,924	3,000
18. Average rate per ton per mile on all freights carried.....	10 cents.	.....
19. Average rate per ton per mile on local freight.....	.....	.....

MILEAGE EARNINGS FOR THE YEAR.

	Whole Line.	Wisconsin.
1. Earnings per mile of road on freight.....	\$841 35	\$841 35
2. Earnings per mile of road on passengers.....	133 84	133 84
3. Earnings per miles of road on mails, express, and all other sources.....	94 59	94 59
4. Total earnings per mile.....	\$1,069 78	\$1,069 78
5. Net earnings per mile.....	\$445 13	\$445 13
6. Earnings per train mile run, on freight.....	67.41	67.41
7. Earnings per train mile run, on passengers.....	10.72	10.72
8. Earnings per train mile run, on mails, express, and all other sources.....	07.59	07.58
9. Net earnings per train mile.....	36.08	36.08
10. Of the earnings of the entire line, what is the ratio of passengers to freight? Answer: On whole line, as — to —; in Wisconsin, as — to —.		
11. What is the rate of passenger per mile.....	2½c.	2½c.
12. Number of passengers carried one mile.....	85,656	85,656
13. Number of miles of operated road upon which above estimates are based.....	16	16

Pine River Valley & Stevens Point Railroad Company.

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

1. Average operating expenses per mile of road	\$619 65
2. Average operating expenses per train mile.....	49.6
3. Cost of maintaining track and bridges per mile.....	228 23
4. Cost of repairs of engines per mile run.....	04.5
5. Cost of engineers and firemen per mile run.....	06.5
6. Cost of oil and waste per mile run.....	00 064
7. Cost of fuel per mile run.....	03.7

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings.....	\$17,116 70
Deduct operating expenses and taxes	9,994 52
Leaving net earnings.....	\$7,122 18
Amount of rentals paid	\$5 00
Amount of interest paid.....	1,090 00
Total of rents and interest.....	1,095 00
Balance	\$6,027 18

EQUIPMENT.

	Owued.	Total.
Number of locomotives.....	1	1
Number of passenger cars		
Number of baggage, mail, and express cars.....	1	1
Number of parlor or sleeping cars		
Number of freight cars, basis of 8 wheels.....	12	12
Number of other cars		

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$703 74. By weight.

EXPRESS COMPANIES.

2. What express companies run on your road?
None.

Pine River Valley & Stevens Point Railroad Company.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road?
None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road?
No.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
Exempt from fencing for ten years.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
No.
7. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report?
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies?
None.
11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?
No.
12. Have you made any reduction in such rates, from any station, since the passage of said chapter?
No.
13. Has your company any rule governing your Conductors, Engineers, Trainmen and Switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
To be discharged for drunkenness. *Is enforced.*

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company?
No.
2. Have any United States lands been granted to your company?
No.

ACCIDENTS.

None.

*Pine River Valley & Stevens Point Railroad Company.*NUMBER AND KIND OF FARM-ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle.....	8	\$25 00
2. Horses.....		
3. Mules.....		
4. Sheep.....	1	3 00
5. Hogs.....		
6. Total	4	\$28 00

7. Amount claimed yet unsettled, or in litigation.
None.

STATE OF WISCONSIN — *County of Richland* — ss. "

J. W. Lybrand, President, and Wm. H. Pier, Secretary of the Pine River Valley and Stevens Point Railroad Company being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

Signed,

{ SEAL }

J. W. LYBRAND, President.
WM. H. PIER, Secretary.

Subscribed and sworn to, before me, a notary public, this fifth day of November, A. D. 1879.

{ SEAL }

JAMES H. MINER,
Notary Public.

Wisconsin Central Railroad Company.

REPORT

OF

JOHN A. STEWART AND EDWIN H. ABBOT, TRUSTEES

OF THE

WISCONSIN CENTRAL RAILROAD CO.,

For the year ending September 30, 1879.

The trustees took possession of the entire corporate property on January 4, 1879, under their mortgage, and have subsequently operated, and are now operating the railroad. Figures covering business transactions for the period between September 30, 1878, and January 4, 1879, are made herein upon information furnished by the railroad company, and since that date the company has no report to make.

OFFICERS AND OFFICES OPERATING THE ROAD FOR THE
TRUSTEES ARE AS FOLLOWS:

OFFICERS.	NAMES.	ADDRESS.
Trustee's Agent.....	C. L. Colby.....	Milwaukee, Wis.
General Manager.....	F. N. Finney.....	Milwaukee, Wis.
Auditor & G. T. A.....	James Barker.....	Milwaukee, Wis.
General Freight Agent..	T. H. Malone.....	Milwaukee, Wis.
Superintendent	C. F. Dutton.....	Milwaukee, Wis.
Superintendent	G. Campbell.....	Stevens Point, Wis.

1. General offices at Milwaukee, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
C. L. Colby	Milwaukee.	E. E. Barney	Dayton, Ohio.
E. H. Abbot.....	Cambr'ge, Mass.	M. Wadleigh	Stevens Point.
Samuel Gould	Boston, Mass.	H. L. Palmer.	Milwaukee.
W. T. Glidden.....	Boston, Mass.	B. K. Miller.....	Milwaukee.
E. B. Phillips	Boston, Mass.		

Wisconsin Central Railroad Company.

2. Date of annual election of directors of Company, last Thursday in May.
 3. Name and address of person to whom correspondence concerning this report should be directed, Edwin H. Abbot, trustee.

COMBINED GENERAL EXHIBIT OF BUSINESS OF COMPANY
AND TRUSTEES,

For the year ending Sept. 30, 1879.

1. Total income.....	\$794,137 86
2. Operating expenses.....	478,836 96
3. Excess of income.....	315,300 90
4. Taxes (which deduct).....	3,078 95
Leaving.....	312,221 95
5. Rentals (specifying amount to each company)	
Mil. & Northern R. R.....	\$125,380 47
C. M. & St. Paul R. R.....	19,630 14
	145,010 61
8. Balance for the year Sept. 30, 1879. Surplus.....	167,211 34

CAPITAL STOCK OF COMPANY.

Capital stock authorized by charter.....	\$11,435,500 00
Proportionate amount of same for Wisconsin. Entire road is in Wisconsin.	
How many kinds of stock at date of last report? Two.	
Amount of common stock at date of last report.....	9,435,500 00
Proportionate amount of same for Wisconsin. All in Wisconsin.	
Amount of preferred stock at date of last report.....	2,000,000 00
Proportionate amount of same for Wisconsin. All in Wisconsin.	

Total capital stock at date of last report..... \$11,435,500 00

Rate of preference. Preferred stock is entitled to a dividend of 7 per cent before the common stock receives any dividend.

How much common stock has been issued since date of last report? None.

For what purpose, and what was received therefor?

How much preferred stock has been issued since date of last report? None.

For what purpose, and what was received therefor?

Total amount of stock now outstanding..... \$11,435,500 00

Proportionate amount of same for Wisconsin. All in Wisconsin.

Wisconsin Central Railroad Company.

FUNDED AND UNFUNDED DEBT OF THE COMPANY.

1. Describe specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Date of issue.	Rate of interest.	AMOUNT.
Land Grant, First Mortgage.....	July 1, '79	Gold 7 pct.	\$8,168,000.
2. Total bonded indebtedness			\$8,168,000
Proportionate amount of above for Wisconsin.....			\$8,168,000
4. Amount per mile of road.....			25,000
5. No. of miles of road on which computations are made (on whole line) 326.73.			

The railroad was received by the Company from the contractors on December 17, 1877, and all its bonds were issued in payment for completed road, at the rate of \$25,000.00 per mile.

IMMEDIATE LIABILITIES OF THE TRUSTEES.

1. Specify particularly, in what they consist:	
Jas. C. Spencer, Receiver (rental).....	\$12,996 93
Bills audited (vouchers and pay rolls)....	67,911 55
Bills payable.....	17,470 16
Total.....	98,348 64

QUICK ASSETS OF THE TRUSTEES.

1. Specify particularly.	
National Exchange Bank, } held under garnishee pro-	
Milwaukee	cess at suit of a bond-
U. S. Government (P. O. D.).....	holder.....
Uncollected earnings	5,219 68
Sundry individual accounts.....	6,699 08
Jas. C. Spencer, receiver, (construction account)	6,647 95
Cash, (with cashier).....	4,433 92
	639 35
Total.....	9,073 46
	32,713 44

Wisconsin Central Railroad Company.

ANALYSIS OF EARNINGS.

1. From local passengers:.....	\$180,558 54
2. through passengers (to and from other roads).....	21,756 82
3. express	8,064 27
4. mails	22,596 05
5. other sources, passenger department (sleeping cars) ..	4,176 50
6. Total earnings from passenger department.....	237,152 18
7. local freight	552,405 55
8. through freight (to and from other roads) }	
9. other sources, freight department.....	
10. Total earnings from freight department.....	556,985 68
11. Total transportation earnings.....	794,137 86
12. Rents for use of road. None.....	
13. Income from all other sources (specifying same) None...	
14. Total income from all sources.....	794,137 86
15. Proportionate amount for Wisconsin.....	794,137 86

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks (management and general office).....	\$50,685 30
2. Legal expenses.....	842 95
3. Insurance.....	1,222 22
4. Stationery and printing.....	
5. Outside agencies and advertising.....	4,436 72
6. Contingencies and miscellaneous.....	11,273 04
7. Repairs of bridges (including culverts and cattle guards) ..	14,426 70
8. Repairs of buildings.....	6,075 00
9. Repairs of fences, road crossings, and signs.....	1,057 17
10. Renewal of rails	
[No. tons laid .....1,834]	
11. Renewal of ties	
[No. laid.....163,152]	
12. Repairs of road-bed and track.....	181,304 10
13. Repairs of locomotives.....	15,387 36
14. Fuel for locomotives and stations	48,399 29
15. Water supply.....	
16. Oil and waste	5,330 28
17. * Locomotive service, enginemen and firemen.....	43,998 64
18. Repairs of passenger cars.....	16,755 83
19. Passenger train service (see No. 23).....	
20. Passenger train supplies (see No. 31).....	
21. Mileage passenger cars (none).....	
22. Repairs of freight cars (including dump cars and tools) ..	26,359 06
23. Freight train service (including passenger train service) ..	42,042 08
24. Freight train supplies (see No. 31).....	
25. † Mileage freight cars	618 95
26. Telegraph expenses.....	6,858 00
27. Loss and damage, freight and baggage.....	220 69
28. Loss and damage, property and cattle.....	953 49

*Salaries and wages.

†Debit balances.

Wisconsin Central Railroad Company.

29. Personal injuries	167 73
30. Agents and station service	43,232 88
31. Station supplies (train and station).....	7,789 98
32. Total operating expenses, being 60 4-10 per cent. of earnings	\$478,886 96
33. Taxes.....	3,078 95
34. Total operating expenses and taxes, being 60 8-10 per cent. of earnings	\$481,915 91
Proportionate amount for Wisconsin, made on a basis of miles of road All in Wisconsin.	

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPT. 30, 1879.

MONTHS.	Passeng- ers.	Freight.	Mails, Ex- press and all sourc's	Total.
1878.				
October	\$18,603 25	\$55,488 29	\$3,758 46	\$77,850 00
November	18,063 30	47,853 56	3,298 49	69,215 35
December	16,524 42	47,536 34	3,423 71	69,484 47
1879.				
January	12,116 58	43,162 70	2,828 14	58,107 42
February	11,129 62	40,810 27	2,860 46	54,806 35
March	18,629 28	51,119 15	2,871 34	72,219 77
April	17,130 46	43,753 63	2,943 86	63,827 95
May	16,362 41	49,962 50	3,037 29	69,362 20
June	16,672 24	46,324 46	3,058 86	66,055 56
July	20,018 23	37,437 51	3,373 93	60,829 66
August	17,937 51	35,954 43	3,407 77	57,299 71
September	19,128 07	53,002 71	4,548 64	76,679 42
Totals	\$202,815 36	\$552,405 55	\$39,416 95	\$794,137 86

Wisconsin Central Railroad Company.

MONTHLY EXPENSES.

MONTHS.	Operating exp'nses and taxes.	Rentals.	Interest.	Total.	
1878.					
October.....	\$42,560 86	\$15,289 99	Not included.	\$57,850 85	
November	37,296 73	12,943 62		50,240 35	
December.....	38,516 46	10,250 73		48,767 19	
1879.					
January	34,526 45	10,653 05		45,179 50	
February	36,586 43	9,860 04		46,446 47	
March	41,485 99	18,070 90		54,556 89	
April.....	48,393 26	11,969 56		60,362 82	
May	44,267 65	12,972 48		57,240 13	
June	40,662 56	12,215 18		52,877 74	
July	35,260 11	10,867 65		46,127 76	
August	40,038 32	9,834 29		49,862 61	
September	42,381 09	15,083 12		57,464 21	
Totals	\$481,915 91	\$145,010 61		\$626,926 52	

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry	\$1,710 79
2. Bridging.....	195 00
3. Superstructure, including rails.....	609 36
4. Land, land damages and fences.....	2,426 35
5. Passenger and freight stations, wood and coal sheds and water stations.....	963 42
6. Engine houses, car sheds and turn-tables.....	
7. Machine shops.....	
8. Engineering, agencies, salaries, and other expenses during construction	11,186 18
9. Purchase of other roads (specifying same):	
10. Total for construction.....	\$17,091 10
11. Locomotives [one].....	\$6,600 00
12. Parlor and sleeping cars [none].....	
13. Passenger, mail, and baggage cars [none].....	
14. Freight and other cars	17,809 49
15. Total for equipment	\$24,409 49
16. Other expenditures charged to property account (specifying same). Train, station, and track outfit, pile driver, exchange and interest	6,130 22
17. Total expenditures charged to property account.....	\$47,630 81

Wisconsin Central Railroad Company.

18. Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)	
19. Net addition to property account for the year.....	<u>\$47,630 81</u>
20. Proportionate amount for Wisconsin, made on a basis of miles of road. All in Wisconsin.	

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878	\$19,775,392 57
2. Paid for construction during the year, as per construction account on page 10	17,091 10
3. Paid for equipment during the year, as per equipment account on page 10.....	30,539 71
4. Total expended for construction and equipment during the year ending Sept. 30, 1879	<u>47,630 81</u>
5. Total cost of entire line to date, Sept. 30, 1879....	\$19,823,023 88
6. Proportionate amount for Wisconsin.....	<u>19,823,023 88</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	5	\$1,484 00	\$7,420 00
Clerks in general offices.....	24	696 99	16,727 76
Agents, and clerks at all stations	100	432 33	43,232 88
Master and skilled mechanics.....	74	657 48	48,653 50
Helpers in shops.....	13	418 29	5,437 75
Conductors and brakemen.....	86	488 86	42,042 08
Engineers	30	902 32	27,069 60
Firemen and wipers.....	36	510 46	18,376 56
Brakemen (see conductors).....			
Flagmen, switchtenders, gatekeepers and watchmen.....	18	419 72	7,554 95
Section foremen	73	495 07	36,140 00
Section laborers	313	312 00	97,656 00
All other employes.....	35	526 63	18,432 00

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

The trustee took possession of the railroad on January 4, 1879, as before stated, and are now reorganizing the property. Their books do not furnish accounts for the general balance requested.

Wisconsin Central Railroad Company.

CHARACTERISTICS OF ROAD.

ROADS OWNED.

NAME OF DIVISION OR BRANCH.	To.	From.	Wis.	Total Miles.
			Miles.	
Main line.....	Stevens Point..	Menasha	63.55	.....
Single track.....	Stevens Point..	Portage City ..	70.03	.....
	Ashland.....	Stevens Point..	186.34	819 92
Appleton Spur	Appleton.....	Menasha	5.	.....
(Less allowance for iron borrowed) ..			2.5 }	2.50
Menasha Spur.....	(At Menasha)..	1,860 feet.		.....
Stevens Point	(East bank Wis. R.).....	8,160 feet.		.....
Stevens Point	(West bank Wis. R.).....	8,790 feet.		.....
Packwaukee	(On Buffalo L.)	8,945 feet.		.....
		22,755 feet.	4.31	4.31
Leased lines—				
Milwaukee & Northern Railway.....				120
Chicago, Milwaukee & St. Paul Railway				9
				129
Length of single track owned				326.73
Sidings				17.90
Total miles of track owned, including second track and sidings				346.10
Total miles of track operated, including second track and sidings				475.10

Wisconsin Central Railroad Company.

PROPRIETARY AND LEASED LINES.

NAME OF DIVISION OR BRANCH.	From.	To.	Wiscons'n	Total Miles.
			Miles.	
Leased lines:				
Milwaukee & North- ern Railway	Schwartzburg..	Menasha and Green Bay ..	120	120
C., M. & St. P. Ry., operated under contract	Milwaukee	Schwartzburg..	9	9
Total of leased lines			129	129
Total of lines owned, brought forward				346.10
Total of lines owned, and proprietary and leased lines ..				475.10
Aggregate length of tracks operated by this company, computed as single track			475.10	475.10
Aggregate length of sidings and other track not above enumerated				
Total			475.10	475.10
Number of junction stations, eight.				
What is the gauge of your lines? Four feet, eight and one-half inches.				

DOINGS OF THE YEAR IN TRANSPORTATION.

(Mileage and Tonnage.)

MILEAGE.

1. Number miles run by passenger trains	388,490
2. Number miles run by freight and mixed trains	320,251
3. Number miles run by wood, gravel and construction trains	41,708
4. Mileage of switching trains	57,772
5. Total mileage	808,221
6. Proportion for Wisconsin. (Give per centage and miles) ..	808,221

PASSENGERS CARRIED.

7. Total number of passengers carried	160,867
8. Total number of passengers carried one mile (south and eastward)	2,829,812.7
9. Total number of passengers carried one mile (north and westward)	3,219,551
10. Total number of passengers carried one mile	6,049,363.7
11. Rate per passenger per mile on whole line	3.344
12. Rate per passenger per mile in Wisconsin	3.344
13. Average distance traveled by each passenger	37.606

Wisconsin Central Railroad Company.

TONNAGE OF FREIGHTS CARRIED.

	TONS.	LBS.
1. Grain	31,186	26
2. Flour	10,457	1,006
3. Provisions	12,510	561
4. Salt, cement, water-lime and stucco.....	2,572	1,912
5. Manufactures, including agricultural imple- ments, furniture and wagons.....	12,641	1,624
6. Live stock .....(Number 22,916.....)	6,526	1,624
7. Lumber and forest products.....	151,127	1,055
8. Iron, lead, and mineral products.....	7,105	295
9. Stone, brick, lime, sand, etc.....	4,991	1,646
10. Coal	5,084	831
11. Merchandise and other articles.....	21,757	1,944
12. All other freights not above enumerated	33,395	1,240
13. Total freight in tons	299,357	1,764
13. Proportion for Wisconsin. All in Wisconsin		

15. Number of tons of freight carried, one mile.....	27,804,876.
16. Number of tons of freight carried (eastward) }	
17. Number of tons of freight carried (westward). }	
Do not keep them separate.	
18. Av. rate per ton per mile on all freights carried.....	01.955
19. Average rate per ton per mile on local freight.	
Do not keep them separate from other freight.	

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	1,228 93
2. Earnings per mile of road on passengers.....	450 09
3. Earnings per mile of road on mails, express, and all other sources.....	87 69
4. Total earnings per mile.....	\$1,766 71
5. Net earnings per mile	\$694 59
6. Earnings per train mile run, on freight	1 73
7. Earnings per train mile run, on passengers.....	53
8. Earnings per train mile run, on mails, express and all other sources.....	09
9. Net earnings per train mile.....	46.76
10. Of the earnings of the entire line, what is the ratio of passengers to the freight?	
Answer: On whole line, In Wisconsin, as 1 to to 2.35.	
11. What is the rate of passenger per mile on whole line and in Wisconsin.....	3.344
12. Give number of passengers carried one mile, on whole line and in Wisconsin.....	6,049,363.36
13. Give number of miles of operated road upon which above estimates are based.....	449.56

Wisconsin Central Railroad Company.

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

1. Average operating expenses per mile of road.....	\$1,072 12
2. Average operating expenses per train mile	62
3. Cost of maintaining track and bridges per mile.....	324 21
4. Cost of repairs of engines per mile run	01 ² / ₁₀
5. Cost of engineers and firemen per mile run,	05 ¹ / ₁₀
6. Cost of oil and waste per mile run	1 ⁶ / ₁₀
7. Cost of fuel per mile run.....	05 ¹ / ₁₀

EARNINGS AND EXPENSE STATEMENT.
CONDENSED STATEMENT OF GROSS EARNINGS AND OF EXPENSES PAID.

Gross earnings.....		\$794,137 86
Deduct operating expenses and taxes.....		481,915 91
Leaving net earnings.....		312,221 95
Amount of rentals paid ..	\$145,010 61	
Amount of interest paid.....	None.	
Total of rentals and interest.....	145,010 61	145,010 61
Balance		167,211 34

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....	10	15	25
Number of passenger-cars.....	9	4	13
Number of baggage, mail, and express cars.....	4	2	6
Number of parlor or sleeping cars	4		4
Number of freight cars (basis of 8 wheels).....	273	354	627
Number of other cars —			
Business car, 1; pay car, 1; combination car, 1.		3	3
Cabeoose cars, 10; dump cars, 40	4	46	50

GENERAL QUESTIONS.
U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$46 to \$58 per mile per year.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Co. does all the express business and such miscellaneous freight as they can secure; they charge about 1½ first class freight rates. The Wisconsin Central R. R. agents at smaller stations are also agents for the express company. The American Express Co. pays the Wisconsin Central R. R. \$25 per day, with special rate for all excess above an average of 2,000 pounds daily.

Wisconsin Central Railroad Company.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what conditions as to rates, use of track, machinery, repairs, of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

The Wisconsin Central R. R. runs its own sleepers, with charge of \$1 to \$1.50 for lower double berth.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

No.

6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?

No.

7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?

None.

8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?

None.

9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

None.

10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

No change since date of last report.

11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?

No advance in rates.

12. Have you made any reduction in such rates, from any stations, since the passage of said chapter?

If you answer either of the questions 11 and 12, in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

There have been general reductions, it is difficult to specify them.

13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquor? If so, what is it, and is it enforced?

Rule No. 2 of our book of instructions reads: "The use of intoxicating liquor of any kind by an employe, is detrimental to himself and the interests of the company, and only those who abstain from its use will be employed." This rule is rigidly enforced.

Wisconsin Central Railroad Company.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
No.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report.
No.
3. What number of acres sold and conveyed since date of your last report..... 12,379.87
4. Average price, per acre, realized \$2 71
5. Number of acres now held by company 521,119.79
6. Average price asked for lands now held by company, estimated at \$2 00
7. Amount of land sold, but not conveyed, under contracts now in force 15,015.11
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report..... \$3,995 08
9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report.. 9,061 00
10. Whole amount of cash received, principal, and interest, on contracts forfeited, since date of last report?
\$247.05.
11. Whole amount of cash received for stumpage, trespasses, &c., since date of last report?
\$8,821.25.
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
\$26,004.68.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$296,342.40.
14. What is the amount now due the Company on lands sold, or contracted to be sold?
\$30,839.46.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?
None.
2. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report, giving particularly the town, village or city, together with the amount?
None.

Wisconsin Central Railroad Company.

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.			EMPLOYEES		OTHERS.	
			From causes beyond their control.		By their own misconduct or want of caution.	
Give name of person, date, and place of accident.			Kill	Inj.	Kill	Inj.
NAME.	DATE.	PLACE.				
Louis Lincoln	Oct. 12, 1878	Auburndale			1	
P. Gessert	Nov. 7, 1878	Plymouth		1		
Andrew Shavofinsky	Oct. 23, 1878	Penoque		1		
J. Schultz	Oct. 10, 1878	Phillips		1		
A. Mickeljohn	Nov. 20, 1878	Medina		1		
John Given	Nov. 20, 1878	Liberty Bluff			1	
Oliver Stalker	Dec. 21, 1878	Packwaukee		1		
Owen Fenton	Dec. 31, 1878	Medford		1		
Hiland Butterfield	Oct. 26, 1878	Steven's Point		1		
M. M. Townsend	Jan. 30, 1879	Chelsea		1		
Thos. Whalen	Feb. 14, 1879	Steven's Point		1		
H. Haroun	Fed. 13, 1879	Buena Vista		1		
W. G. French	Mch. 26, 1879	Phillips		1		
Geo. McKnight	April 3, 1879	Steven's Point		1		
Frank Devlin	April 9, 1879	Westfield		1		
Fred Maxson	May 3, 1879	Phillips		1		
S. F. Robinson	June 20, 1879	Plymouth		1		
S. A. Nichols	June 27, 1879	Hilbert	1			
Frank Clark	July 8, 1879	Milwaukee				1
Robert Slattey	July 7, 1879	Flambeau B'dg.				1
Thos. Whalen	July 8, 1879	Whittlesey		1		
Adrian Vanoss	July 17, 1879	Lathams		1		
W. H. Cooper	July 16, 1879	Colby		1		
Andrew Ostroski	July 9, 1879	Sand Point		1		
Edward McCrary	July 19, 1879	S. Milwaukee		1		
M. Danks	Aug. 30, 1879	Silver Creek		1		
Olney Olsson	Aug. 30, 1879	White River		1		
Owen Fenton	Sept. 28, 1879	Chilton		1		
Edward O'Brien	Sept. 28, 1879	Chilton		1		
W. Rice	Sept. 12, 1879	Hilbert		1		
J. Benedict	Sept. 3, 1879	Schwartzburg		1		
Totals on whole line			81	26	2	2

Totals for Wisconsin All in Wisconsin

1. Of the above accidents, those numbered as follows were caused by broken rails:

Total No. None.

2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:

Total No. None.

Wisconsin Central Railroad Company.

3. Of the above accidents those numbered as follows were caused by collisions, not properly coming under 2: Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions: Total No. None.
5. Amount paid as damages caused by fire from locomotives. None.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount Paid.
1. Cattle.....	87	.....
2. Horses.	5	.....
3. Mules.....	.....	.....
4. Sheep.....	2	.....
5. Hogs.....	.....	.....
6. Total.....	44	*\$1,579 50

7. Amount claimed yet unsettled, or in litigation.

STATE OF WISCONSIN—County of Milwaukee—ss.

Edwin H. Abbot in behalf of John A. Stewart, and Edwin H. Abbot, Trustees in possession of the Wisconsin Central Railroad, being duly sworn deposes and says, that he has caused the foregoing statements to be prepared by their proper officers and agents, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said railroad, on the first day of October, A. D. 1879, to the best of his knowledge and belief.

{ SEAL. }

Signed,

EDWIN H. ABBOT.

Subscribed and sworn to before me K. Kent Kennan a Notary Public this 26th day of November, A. D. 1879.

{ SEAL. }

K. KENT KENNAN,
Notary Public, Milwaukee Co., Wis.

* This is the number of animals killed during the year, but the amount \$1,579 50 represents what was paid during the year for stock killed prior to, as well as, during the year.

Milwaukee & Northern Railway Company.

REPORT

OF THE

MILWAUKEE & NORTHERN RAILWAY COMPANY,

For the year ending September 30, 1879.

Receiver, James C. Spencer, Milwaukee.

Receiver appointed May 5th, 1879, and road leased to the trustees of the Wisconsin Central Railroad.

No active organization of the company has been kept up for a number of years.

Jesse Hoyt, of New York, late president; Angus Smith, of Milwaukee, late vice-president; and Wm. Taintor, of Milwaukee, late secretary and treasurer.

1. General offices at Milwaukee, Wis.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

1. Total income for five months	\$151,143 67
2. Operating expenses as per lease.....	98,799 97
3. Excess of income	52,343 70
4. Taxes paid by lease.....	None.
6. Interest accrued during year.	
On funded debt.....	\$169,240 00
On other debt	Unknown.
7. Dividends declared.....	None.

CAPITAL STOCK.

Company was insolvent and stock valueless; road in process of foreclosure.

FUNDED AND UNFUNDED DEBT OF THE COMPANY.

1. Describe specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and When Payable.	Date of issue.	Rate of interest.	AMOUNT.
Milwaukee & Northern, First Mortgage	New York...	Dec. 1, 1870	8 pct.	\$2,155,000 00
2. Total bonded indebtedness				\$2,155,000 00
Proportionate amount of above for Wisconsin.....				\$2,155,000 00
4. Amount per mile of road				18,000 00
5. No. of miles of road on which computations are made (on whole line) ..				119.7
6. Same for Wisconsin.....				119.7

Milwaukee & Northern Railway Company.

7. Net cash realized from sale of bonds.
Unknown.
8. Amount of unfunded and floating debt.
Unknown.
9. Aggregate of capital stock; funded and unfunded debt.
10. Proportionate amount for Wisconsin.
11. Amount of funded and unfunded debt per mile.
Unknown.

ANALYSIS OF EARNINGS.

Included in report of Wisconsin Central Railroad.

ANALYSIS OF EXPENSES.

Included in report of Wisconsin Central Railroad.

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1879.

MONTHS.	Passengers.	Freight.	Mail, expr's and all othr sourc's	Total.
1879.				
May	\$6,123 06	\$25,342 96	\$1,093 57	\$32,549 59
June	7,204 30	22,962 31	831 55	30,998 16
July	8,330 46	17,893 93	960 95	27,185 34
August	7,407 36	16,687 77	850 51	24,945 64
September	7,767 35	26,765 31	932 28	35,464 94
Totals	\$36,832 53	\$109,652 28	\$4,658 86	\$151,143 67

MONTHLY EXPENSES.

<i>Months.</i>	<i>Operating expenses.</i>
1879.	
May	\$21,359 43
June	20,511 46
July	17,906 49
August	16,524 58
September	22,498 01
Total	<u>\$98,799 97</u>

Milwaukee & Northern Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.
1. Division, assistant superintendents and roadmasters:		
Clerks in general offices	2	\$950 00
All other employes	1	720 00

CHARACTERISTICS OF ROAD.

ROADS OWNED.

Name of Division or Branch.	To	From	Wis'sin Miles.	Total Miles.
Main line:	Green Bay. ...	Schwartzburg	104	.....
Divisions or branches	Menasha	Hilbbert	15.7	.....
Miles of single track				119.7
Sidings			9.8	.....
Total miles of track owned, including sidings				129.5

Number of junction stations. Four.

What is the gauge of your lines? Four feet eight and one-fourth inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

Included in report of Wisconsin Central.

EARNINGS AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS AND OF EXPENSES PAID.

Gross earnings	\$151,148 67
Deduct operating expenses	97,799 97
Leaving net earnings	52,348 70
Amount of rentals paid ..	None.
Amount of interest paid ..	None.
Dividends paid, viz.:	
On preferred stock, — per cent	None.
On common stock, — per cent	None.

Milwaukee & Northern Railway Company.

EQUIPMENT.

Number of locomotives	9
Number of passenger-cars.....	9
Number of baggage, mail, and express cars.....	4
Number of parlor or sleeping cars	None.
Number of freight cars (basis of 8 wheels)....	259
Number of other cars (caboose cars)	4

STATE OF WISCONSIN—County of Milwaukee—ss.

I, James C. Spencer, Receiver of the Milwaukee and Northern Railway Company being duly sworn, depose and say, that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of my knowledge and belief.

{ SEAL. }

Signed,

J. C. SPENCER,

Subscribed and sworn to, before me, Frank M. Hoyt a notary public, this 29th day of November, A. D. 1879.

{ SEAL. }

FRANK M. HOYT,
Notary Public, Milwaukee Co., Wis.

Prairie du Chien & McGregor Railway Company.

REPORT
OF THE
PRAIRIE DU CHIEN & M'GREGOR RAILWAY COMPANY,
For the year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	John Lawler	Prairie du Chien...
Secretary and Treasurer	J. D. Lawler	Prairie du Chien...

1. General offices at Prairie du Chien, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
John Lawler	Prairie du Ch'n	James Lawler . . .	Prairie du Ch'n
J. D. Lawler	Prairie du Ch'n	S. E. Farnham	Prairie du Ch'n
Thos. C. Lawler	Prairie du Ch'n		

2. Date of annual election of directors, November 9.

3. Name and address of person to whom correspondence concerning this report should be directed.

J. D. Lawler.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1879

1. Total income	\$49,107 00
2. Operating expenses	22,680 00
3. Excess of income	26,427 00
4. Taxes	1,108 02
5. Rentals (specifying amount to each company)	None
6. Interest accrued during the year	None
7. Dividends declared	
On preferred stock	
On common stock	
8. Balance for the year, September 30, 1879, (surplus)	\$25,318 98

Prairie du Chien & McGregor Railway Company.

CAPITAL STOCK.

Capital stock authorized by charter	\$100,000 00
Proportionate amount of same for Wisconsin.....	87,500 00

How many kinds of stock at date of last report? But one, and since then there has been no change, either in kinds of stocks or amount.

FUNDED AND UNFUNDED DEBT, None.

STATEMENT OF FLOATING OR UNSECURED DEBT.

Immediate liabilities. None.

Quick assets. None.

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR ENDING SEPTEMBER 30, 1879.

<i>Months.</i> 1878.	<i>Total.</i>
October.....	\$3,682 00
November.....	4,623 00
December.....	4,763 50
1879.	
January.....	4,203 50
February.....	3,321 50
March.....	3,167 50
April.....	3,570 00
May.....	5,385 00
June.....	4,513 00
July.....	4,010 50
August.....	3,811 00
September.....	4,056 50
Totals.....	\$49,107 00
Proportion for Wisconsin $\frac{7}{8}$	\$42,968 62

EXPENSES.

Totals.....	\$23,788 02
Proportion for Wisconsin $\frac{7}{8}$	20,814 52

COST OF ROAD.**CONSTRUCTION AND EQUIPMENT.**

1. Cost of line at date of last report, Sept. 30, 1878	\$100,000 00
2. Paid for construction during the year, as per construction account on page 10. Charged in operating expenses.	
3. Paid for equipment during the year, as per equipment account on page 10. Charged in operating expenses.	
4. Total expended for construction and equipment during the year ending Sept. 30, 1879. Charged in operating expenses.	
5. Total cost of entire line to date, Sept. 30, 1879.....	\$100,000 00
6. Proportionate amount for Wisconsin	\$87,500 00

Prairie du Chien & McGregor Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.
1. Division, assistant superintendents and roadmasters	1	\$1,200 00
Clerks in general offices	1	1,200 00
Agents and clerks at all stations		
Master, and skilled mechanics		
Helpers in shops		
Conductors	1	1,200 00
Engineers	6	900 00
Firemen and wipers	4	600 00
Brakemen	4	600 00
Flagmen, switchtenders, gatekeepers and watchmen	4	600 00
Section foremen } Employed of C. M. & St. Paul		
Section laborers } R'y Co.		
All other employees		

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Cost of bridge	\$100,000 00	Capital Stock	\$100,000 00

STATE OF WISCONSIN — *County of Crawford* — ss.

J. T. Lawler, secretary and treasurer of the *Prairie du Chien & McGregor Railway Company*, being duly sworn, depose and say, he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of his knowledge and belief.

Signed,

{ SEAL. }

J. D. LAWLER,
Sec'y & Treas.

Subscribed and sworn to, before me, L. F. S. Viele, this twenty-second day of October, A. D. 1879.

{ SEAL. }

L. F. S. VIELE,
Notary Public.

Green Bay & Minnesota Railroad Company.

REPORT
OF THE
GREEN BAY AND MINNESOTA RAILROAD COMPANY,
TIMOTHY CASE, RECEIVER.

For the Year Ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	Names.	Address.
Receiver and Gen'l Manager.	Timothy Case.....	Green Bay, Wis.
President.....	E. F. Hatfield, Jr ..	New York City.
Secretary.....	N. W. H. Hicks.....	New York City.

ORGANIZATION UNDER THE RECEIVER.

Counsel and Ass't Receiver.	Theo. G. Case.....	Green Bay, Wis.
Cashier and Paymaster.....	W. R. Hancock	Green Bay, Wis.
Ass't General Freight Agent..	J. A. Munroe	Green Bay, Wis.
Ass't General Ticket Agent..	Robert F. Nathan..	Green Bay, Wis.
Auditor and Purchaser.....	Munson T. Case....	Green Bay, Wis.

1. General offices at Green Bay, Wisconsin.

NAMES OF DIRECTORS.	Residence.	NAMES OF DIRECTORS.	Residence.
Wm. E. Dodge ...	New York City..	Benj. G. Clark...	Jersey City, N. J.
Moses Taylor.....	New York City..	E. F. Hatfield....	New York City.
Samuel Sloan	New York City..	W. J. Abrams ...	Green Bay.
John I. Blair	Blairstown, N. J.	R. B. Kellogg ...	Green Bay.
Perry R. Pyne....	New York City..		

- The Board of Directors, Executive Committee.
 2. Date of annual election of directors.
 First Monday in April.
 3. Name and address of person to whom correspondence concerning this report should be directed.
 Timothy Case, Receiver, Green Bay, Wis.

Green Bay & Minnesota Railroad Company.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1879.

1. Total income.....	\$348,690 26
2. Operating expenses.....	202,756 65
3. Excess of income.....	\$145,933 61
4. Taxes.....	1,222 85
5. Rentals (specifying amount to each company) C. & N. W. R'y, and dockage at Green Bay.....	20,266 31
6. Interest accrued during the year. Nothing.	
7. Dividends declared. None.	
8. Balance for the year, September 30, 1879.....	<u>\$124,444 45</u>

CAPITAL STOCK.

Capital stock authorized by charter	\$8,000,000 00
How many kinds of stock at date of last report? One.	
Amount of common stock at date of last report	7,995,900 00
Total capital stock at date of last report.....	<u>\$7,995,900 00</u>
How much stock has been issued since date of last report? None.	
Total amount of stock now outstanding	<u>\$7,995,900 00</u>
Amount of stock per mile of road (exclusive of sidings)....	<u>\$36,544 33</u>

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue.	Rate of interest	AMOUNT.
First mortgage bonds.....	New York, Aug 1, 1890.	Aug 1, 1870	Gold 7 Pr. c.	\$3,200,000 00
Second mortgage.....	New York, Nov 1, 1893.	Sep. 1, 1873.	8 Pr. c. Curr.	779,860 00
2. Total bonded indebtedness				3,979,860 00
4. Amount per mile of road.....				18,189 47
5. No. of miles of road on which computations are made (on whole line). 218.8				

Green Bay & Minnesota Railroad Company.

7. Net cash realized from sale of bonds	2,967,480 00
8. Amount of unfunded and floating debt	1,710,616 51
9. Aggregate of capital stock; funded and unfunded debt ..	13,686,876 51
11. Amount of funded and unfunded debt per mile	26,053 87

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:
None.
2. Proportionate amount for Wisconsin.....

QUICK ASSETS.

1. Specify particularly:	
Cash	\$48,039 75
Total	\$48,039 75

ANALYSIS OF EARNINGS.

1. From local passengers	}	\$79,843 98
2. From through passengers (to and from other roads).....		
3. From express and extra baggage		1,687 16
4. From mails		11,253 82
5. From other sources, passenger department.....		
6. Total earnings from passenger department		92,784 46
7. From local freight	}	244,198 79
8. From through freight (to and from other roads).....		
9. From other sources, freight department		6,982 03
10. Total earnings from freight department		251,180 82
11. Total transportation earnings		\$343,965 28
12. Rents for use of road		4,724 98
13. Total income from all sources		348,690 26

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$10,459 20
2. Legal expenses	1,483 75
3. Insurance	868 00
4. Stationery and printing	2,125 37
5. Outside agencies and advertising	702 87
6. Contingencies and miscellaneous	2,779 78
7. Repairs of bridges (including culverts and cattle guards) ..	8,318 11
8. Repairs of buildings	1,478 42
9. Repairs of fences, road crossings, and signs	318 00
10. Renewal of rails	26,963 11
[No. tons laid ,..... 642]	
11. Renewal of ties	12,251 72
[No. laid..... 87,866]	
12. Repairs of road-bed and track	88,287 53
13. Repairs of locomotives	7,227 53

Green Bay & Minnesota Railroad Company.

14. Fuel for locomotives	20,300 33
15. Fuel and lights in cars and stations.....	2,442 71
16. Oil and waste	2,116 07
17. * Locomotive service.....	14,838 48
18. Repairs of passenger cars and freight cars.....	12,427 98
19. * Passenger train service.....	6,060 00
20. Passenger train supplies (no record).....	
21. † Mileage passenger cars (nothing)	
22. Repairs of machinery and tools.....	2,336 10
23. * Freight train service.....	6,774 92
24. Freight train supplies (no record)	
25. † Mileage freight cars (nothing).....	
26. Telegraph expenses.....	210 00
27. Loss and damage, freight and baggage.....	1,156 56
28. Loss and damage, property and cattle.....	
29. Personal injuries.....	25 00
30. * Agents and station service	20,445 29
31. Station supplies	264 82
32. Total operating expenses, being 63.9 per cent. of earnings, rentals and terminal facilities.....	\$20,266 31
33. Taxes.....	1,222 85
34. Total operating expenses and taxes, being 64.3 per cent. of earnings.....	<u>\$224,245 81</u>

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPT. 30, 1879.

MONTHS.	Passeng- ers.	Freight.	Mails, Ex- press and all sourc's.	Total.
1878.				
October	\$7,955 73	\$33,049 29	\$720 80	\$41,725 82
November	8,142 30	25,879 76	951 42	34,973 48
December	6,652 56	20,352 89	3,837 92	30,843 37
1879.				
January	4,181 28	16,706 74	659 24	21,547 26
February	3,362 71	14,605 04	571 81	18,539 56
March.....	7,612 39	15,347 70	3,291 83	26,251 92
April	7,242 65	15,769 04	2,443 57	25,455 26
May.....	6,451 48	21,837 93	916 55	29,205 96
June	5,883 18	18,229 49	3,967 16	28,079 83
July.....	7,926 82	17,611 84	1,010 27	26,548 93
August.....	7,460 96	16,132 72	978 88	24,572 56
September	6,971 92	28,676 35	5,298 04	40,946 31
Totals	\$79,843 98	\$244,198 79	\$24,647 49	\$348,690 26

*Salaries and wages.

†Debit balances.

Green Bay & Minnesota Railroad Company.

MONTHLY EXPENSES.

Months.	Operating Expenses and Taxes.	Rentals.	Total.
1878.			
October	\$17,124 81	\$1,097 11	\$18,221 42
November	19,895 95	1,558 98	20,954 93
December	15,384 18	1,785 73	17,119 86
1879.			
January	15,509 78	1,595 05	17,104 78
February	12,624 42	1,447 84	14,071 76
March	14,057 72	1,479 35	15,587 07
April	16,319 78	1,545 33	17,865 11
May.....	19,201 47	1,761 08	20,962 55
June	17,519 76	1,779 11	19,298 87
July.....	18,370 64	2,334 20	20,704 84
August.....	20,206 16	1,800 83	22,006 99
September.....	18,892 97	1,504 66	20,397 63
Total.....	\$204,557 04	\$19,688 77	\$224,245 81

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry	\$133 00.
2. Bridging.....	1,220 15
3. Superstructure, including rails.....	20,950 23
4. Land, land damages and fences and right of way.....	
5. Passenger and freight stations, wood and coal sheds and water stations.....	1,063 86
6. Engine houses, car sheds and turn-tables.....	
7. Machine shops.....	
8. Engineering, agencies, salaries, and other expenses during construction	
9. Purchase of other roads (specifying same):	
Other items.	1,658 94
10. Total for construction.....	
11. Locomotives [two].....	14,724 51
12. Parlor and sleeping cars [none].....	
13. Passenger, mail, and baggage cars [none].....	
14. Freight and other cars [26].....	8,935 59
15. Total for equipment	
16. Other expenditures charged to property account (specifying same).	
Steam elevator.....	5,078 17
Air brakes and patent platforms.....	2,000 06
Machinery and tools	850 89
17. Total expenditures charged to property account.....	\$56,615 40

Green Bay & Minnesota Railroad Company.

8. Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)	
19. Net addition to property account for the year.....	<u>\$56,615 40</u>

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878	\$12,297,805 44
2. Paid for construction during the year, as per construction account on page 10	25,026 18
3. Paid for equipment during the year, as per equipment account on page 10.....	31,589 22
4. Total expended for construction and equipment during the year ending Sept. 30, 1879	<u>56,615 40</u>
5. Total cost of entire line to date, Sept. 30, 1879... ..	<u>\$12,354,420 84</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.
1. Division, assistant superintendents and roadmasters	1	\$1,200 00
Clerks in general offices		
Agents, and clerks at all stations.....	40	511 13
Master and skilled mechanics.....	4	725 00
Helpers in shops.....	18	500 00
Conductors	8	700 00
Engineers	10	840 00
Firemen and wipers.....	15	390 00
Brakemen	18	420 00
Flagmen, switchtenders, gatekeepers and watchmen	2	360 00
Section foremen.....	35	420 00
Section laborers.....	67	320 00
All other employees	44	375 86

Green Bay & Minnesota Railroad Company.

CHARACTERISTICS OF ROAD.

ROADS OWNED.

NAME OF DIVISION OR BRANCH.	From.	To.	Miles, Wis.
Main line	Green Bay	Marshland	209.8
Divisions or branches:	Marshland	Eastmoor	3.0
	La Crosse	Onalaska	6.5
Length of single track owned			218.8
Sidings			13.0
Total miles of track owned, including second track and sidings			231.8
Trackage over C. & N. W. R'y from Marshland to Onalaska			23.2
Trackage over C. & N. W. R'y from Marshland to Winona			4.6
Total of trackage leased			27.8
Total of lines "owned,"			231.8
Total operated			259.6

DOINGS OF THE YEAR IN TRANSPORTATION.

(Mileage and Tonnage.)

MILEAGE.

1. Number miles run by passenger trains	169,481
2. Number miles run by freight and mixed trains	156,837
3. Number miles run by wood, gravel and construction trains	12,025
4. Mileage of switching trains	17,650
5. Total mileage	355,993

PASSENGERS CARRIED.

7. Total number of passengers carried	60,744
10. Total number of passengers carried one mile	2,449,145
11. Rate per passenger per mile on whole line	4cts.
13. Average distance traveled by each passenger	40.3

Green Bay & Minnesota Railroad Company.

TONNAGE OF FREIGHTS CARRIED.

	TONS.	LBS.
1. Grain	25,951	180
2. Flour	5,691	1,730
3. Provisions	1,323	1,050
4. Salt, cement, water-lime and stucco.	1,615	1,710
5. Manufactures, including agricultural imple- ments, furniture and wagons.	2,254	1,450
6. Live stock	1,504	1,000
7. Lumber and forest products.	65,420	1,410
8. Iron, lead, and mineral products.	445	1,150
9. Stone, brick, lime, sand, etc.	1,021	1,200
10. Coal	2,415	1,400
11. Merchandise and other articles.	8,259	420
12. All other freights not above enumerated		
13. Total freight in tons	115,903	700

15. Number of tons of freight carried, one mile. 16,555,882.
 18. Av. rate per ton per mile on all freights carried.0147
 19. Average rate per ton per mile on local freight. No record.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$1,002 46
2. Earnings per mile of road on passengers.	327 76
3. Earnings per mile of road on mails, express, and all other sources.	101 18
4. Total earnings per mile.	\$1,431 40
5. Net earnings per mile	\$510 84
6. Earnings per train mile run, on freight	1 42 ⁸ / ₁₀
7. Earnings per train mile run, on passengers.	47 ¹ / ₁₀
8. Earnings per train mile run, on mails, express and all other sources	14 ¹ / ₂
9. Net earnings per train mile.	34 ⁸ / ₁₀
10. Of the earnings of the entire line, what is the ratio of passengers to the freight? Answer: On whole line, In Wisconsin, as 36.94 to 100.	
11. What is the rate of passenger per mile on whole line and in Wisconsin.	4cts.
12. Give number of passengers carried one mile	2,449,145
13. Give number of miles of operated road upon which above above estimates are based.	258 ⁸ / ₁₀

Green Bay & Minnesota Railroad Company.

MISCELLANEOUS OPERATING EXPENSES, STATISTICS.

1. Average operating expenses per mile of road.....	\$867 23
2. Average operating expenses per train mile.....	63
3. Cost of maintaining track and bridges per mile.....	180 22
4. Cost of repairs on engines per mile run	02.03
5. Cost of engineers and firemen per mile run.....	04.2
6. Cost of oil and waste per mile run.....	00.59
7. Cost of fuel per mile run.....	05.7

EARNINGS, AND EXPENSE STATEMENT.

= CONDENSED STATEMENT OF GROSS EARNINGS AND OF EXPENSES PAID.

(See answers on page 2, under General Exhibit.)

EQUIPMENT.

Number of locomotives	18
Number of passenger cars	12
Number of baggage, mail, and express cars	4
Number of parlor and sleeping cars .....	.....
Number of freight cars (basis of 8 wheels)	530
Number of other cars	4

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$50 per mile. Service, 6 times per week.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company. \$1.16 per 100 pounds in freight, averaged as carried over whole length of road. General express business.
At depots.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc. Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
None.

Green Bay & Minnesota Railroad Company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
No.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
No.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
No.
7. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report?
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
Nothing new.
11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?
12. Have you made any reduction in such rates, from any station, since the passage of said chapter?
13. Has your company any rule governing your Conductors, Engineers, Trainmen and Switchmen, concerning the use of intoxicating liquors?
If so, what is it, and is it enforced?
Yes.

LANDS RECEIVED AND SOLD, ETC.

1. Have any lands been granted your company?
No.

ACCIDENTS.

None.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle.....	51	.....
2. Horses.....	6	.....
3. Mules.....	.....	.....
4. Sheep.....	8	.....
5. Hogs.....	7	.....
6. Total.....	67	\$1046 00

Green Bay & Minnesota Railroad Company.

STATE OF WISCONSIN — *County of Brown* — ss.

Timothy Case, Receiver, and W. R. Hancock, Cashier for the Receiver of the Green Bay and Minnesota Railroad Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

Signed,

{ SEAL. }

TIMOTHY CASE, *Receiver.*
W. R. HANCOCK, *Cashier.*

Subscribed and sworn to, before me, C. D. Suydam, this 27th day of November, A. D. 1879.

{ SEAL. }

C. D. SUYDAM,
Notary Public, Brown Co., Wis.

Chicago & Northwestern Railway Company.

REPORT
OF THE
CHICAGO & NORTHWESTERN RAILWAY COMPANY,
For the Year Ending, September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Albert Keep	Chicago.
Vice. President, Secretary and Treas. .	M. L. Sykes	New York.
Ass't Secretary and Ass't Treasurer ..	S. O. Howe	New York.
Gen. Manager and Gen. Supt.	Marvin Hughitt	Chicago.
Assist. Gen. Superintendent.	C. C. Wheeler	Chicago.
Chief Engineer	E. H. Johnson	Chicago.
General Solicitor	B. C. Cook	Chicago.
Local Treasurer	M. M. Kirkman	Chicago.
General Freight Agent	H. C. Wicker	Chicago.
Purchasing Agent	R. W. Hamer	Chicago.
General Ticket Agent	W. A. Thrall	Chicago.
General Passenger Agent	W. H. Steunett	Chicago.
Assistant Secretary	J. B. Redfield	Chicago.
Land Commissioner	Charles E. Simmons	Chicago.

1. General Offices at Chicago, Ill.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
A. G. Dulman	New York.	Augustus Schell	New York.
David Dows	New York.	Samuel F. Barger	New York.
R. P. Flower	New York.	Chauncey M. Depew	New York.
Jay Gould	New York.	D. P. Morgan	New York.
Sidney Dillon	New York.	M. L. Sykes	New York.
Frank Work	New York.	John M. Burke	New York.
C. J. Osborn	New York.	Wm. L. Scott	Erie.
David Jones	New York.	Albert Keep	Chicago.
Marvin Hughitt	Chicago.		

Chicago & Northwestern Railway Company.

EXECUTIVE COMMITTEE.

WM. L. SCOTT, A. G. DULMAN, DAVID DOWS,	ALBERT KEEP,	AUGUSTUS SCHELL, SAMUEL F. BARGER, FRANK WORK.
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2. Date of Annual Election of Directors, first Thursday in June.
3. Name and address of person to whom correspondence concerning this report should be directed, B. C. Cook, General Solicitor, Chicago.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

1. Total income.....	14,194,168 81
2. Operating expenses	6,213,190 57
3. Excess of income	7,980,977 74
4. Taxes.....	328,912 96
5. Rentals (specifying amount to each Company).....	1,277,330 57
Chicago, Iowa and Nebraska R. R.....	\$523,191 78
C. Rapids and Mo. R. R.....	730,768 55
Maple River R. R.....	24,370 24
Interest accrued during the year.....	2,290,047 57
7. Dividends declared.....	2,482,510 00
On preferred stock.....	\$1,883,210 00
On common stock	599,300 00
8. Sinking funds	83,120 00
Deficit in accounts of roads controlled.....	946,319 82
9. *Balance for the year—September 30, 1879.....	572,736 82

CAPITAL STOCK.

Capital stock authorized by charter.

No fixed amount.

How many kinds of stock at date of last report?

Two.

Amount of common stock and scrip at date of last report...	\$15,109,655 97
Proportionate amount of same for Wisconsin.....	6,267,968 07
Amount of preferred stock and scrip at date of last report...	21,702,844 56
Proportionate amount of same for Wisconsin.....	9,003,033 35

Total capital stock and scrip at date of last report	\$36,812,500 53
--	-----------------

Rate of preference; 7 per cent.

How much common stock has been issued since date of last report?.....	None.
---	-------

How much preferred stock has been issued since date of last report.	None.
--	-------

Total amount of stock now outstanding.....	\$36,812,500 53
--	-----------------

Proportion amount of same for Wisconsin	15,470,310 82
---	---------------

Amount of stock per mile of road (exclusive of sidings).....	80,683 48
--	-----------

* State whether surplus or deficit.

*Chicago & Northwestern Railway Company.***FUNDED AND UNFUNDED DEBT.**

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when Payable.	Date of Issue.	Rate of Interest.	Amount.
Pref. Sinking Fund...	N. Y., Aug. 1, '85	July 1, '59	7 per ct.	\$972,200 00
Funded Coupons.....	N. Y., Nov. 1, '83	Aug. 1, '61	7 per ct.	676,400 00
General First Mortgage	N. Y., Aug. 1, '85	July 1, '59	7 per ct.	3,440,400 00
Appleton Extension...	N. Y., Aug. 1, '85	Nov. 1, '60	7 per ct.	116,000 00
Green Bay Extension...	N. Y., Aug. 1, '85	Apr. 1, '62	7 per ct.	180,000 00
Gal. & Chi. Union 1st Mort	N. Y., Feb. 1, '82	June 1, '53	7 per ct.	1,632,000 00
Gal. & Chi. Union 2d Mort	N. Y., past due ..	May 1, '55	7 per ct.	2,000 00
Miss. River Bridge...	N. Y., Jan. 1, '84	Jan. 1, '64	7 per ct.	153,000 00
Peninsula First Mort.	N. Y., Sept. 1, '98	July 1, '63	7 per ct.	272,000 00
Beloit and Madison ..	N. Y., Jan. 1, '88	Jan. 1, '63	7 per ct.	247,000 00
Consol Sinking Fund.	N. Y., Feb. 1, 1915	Feb. 1, '65	7 per ct.	5,209,000 00
Chi. & Milw. R'y 1st Mort	N. Y., July 1, '98	July 1, '63	7 per ct.	1,700,000 00
Madison Exten. Gold.	N. Y., Apr. 1, 1911	Apr. 1, '71	7 per ct.	3,150,000 00
Menominee " "	N. Y., June 1, 1911	June 1, '71	7 per ct.	2,700,000 00
Gen. Consolidated "	N. Y., Dec. 1, 1902	Dec. 1, '72	7 per ct.	12,343,000 00
Menominee River R.R.	N. Y., July 1, 1906	July 1, '76	7 per ct.	400,000 00

2. Total bonded indebtedness	\$33,193,000 00
3. Proportionate amount of same for Wisconsin	18,949,221 65
4. Amount per mile of road.....	27,666 60
5. Number of miles of road on which computations are made (on whole line	1,199.75
6. Same for Wisconsin	504.19
7. Net cash realized from sale of bonds. Not known (many of the bonds having been issued by other companies).	
8. Amount of unfunded and floating debt	\$2,846,537 85
9. Aggregate of capital stock; funded and unfunded debt....	72,852,038 33
10. Proportionate amount for Wisconsin.....	80,306,951 84
11. Amount of funded and unfunded debt per mile	29,426 69

STATEMENT OF FLOATING OR UNSECURED DEBT.**IMMEDIATE LIABILITIES.**

1. Specify particularly, in what they consist:	
Current bills, pay rolls and accounts.....	\$1,497,919 51
Outstanding coupons and dividends (including coupons due October 1, '79).....	791,057 94
Balance due leased road in Iowa.....	273,367 37
Balance due sundry railroad companies.....	37,995 40
Total.....	\$2,600,340 22
2. Proportionate amount for Wisconsin.....	\$810,665 83

Chicago & Northwestern Railway Company.

QUICK ASSETS.

1. Specify particularly.	
Due from express companies	\$7,964 17
U. S. Government	99,754 53
station agents, earnings and collections.....	807,090 42
sundry companies and individuals.....	37,441 49
Bills receivable.....	33,846 96
Cash on hand.....	191 598 90
Total.....	<u>\$1,177,196 57</u>
12. Proportionate amount for Wisconsin.....	<u>\$366,995 45</u>

ANALYSIS OF EARNINGS.

1. From local passengers.....	}	\$2,858,180 94
2. through passengers (to and from other roads).....		
3. express		259,138 74
4. mails		260,182 80
5. other sources, passenger department .....		.....
6. Total earnings from passenger department.....		<u>\$3,877,502 48</u>
7. local freight	}	
8. through freight (to and from other roads).....		
9. other sources, freight department.....		.....
10. Total earnings from freight department.....		<u>10,713,848 71</u>
11. Total transportation earnings.....		<u>\$14,091,351 19</u>
12. Rents for use of road.....		.....
13. Income from all other sources (specifying same) .....		.....
14. Miscellaneous earnings.....		<u>102,817 12</u>
15. Total income from all sources.....		<u>\$14,194,168 31</u>
16. Proportionate amount for Wisconsin (actual)		<u>\$2,888,780 26</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$202,646 43
2. Legal expenses.....	.....
3. Insurance.....	.....
4. Stationery and printing.....	47,865 56
5. Outside agencies and advertising.....	86,042 55
6. Contingencies and miscellaneous	88,320 18
7. Repairs of bridges (including culverts and cattle guards).....	178,998 80
8. Repairs of buildings	120,777 27
8½. Repairs of tools and machinery.....	81,044 57
9. Repairs of fences, road-crossings, and signs.....	63,700 17
10. Renewal of rails.....	339,321 26
11. Renewal of ties	184,394 65
12. Repairs of road-bed and track.....	617,130 97
13. Repairs of locomotives	432,618 31
14. Fuel for locomotives	668,803 58
15. Water supply.....	.....
16. Oil and waste	<u>65,698 80</u>

Chicago & Northwestern Railway Company.

17. *Locomotive service.....	688,236 86
18. Repairs of passenger cars.....	140,017 07
19. *Passenger train service.....	450,629 29
20. Passenger train supplies.....	47,383 82
21. † Mileage passenger cars.....	5,537 73
22. Repairs of freight cars.....	321,931 82
23. *Freight train service..... [Inc. in No. 19].	
24. Freight train supplies..... [Inc. in No. 20].	
25. † Mileage freight cars.....	33,457 73
26. Telegraph expenses.....	
27. Loss and damage, freight and baggage.....	29,535 75
28. Loss and damage, property and cattle.....	
29. Personal injuries.....	62,355 15
30. Agents and station service.....	1,176,878 71
31. Station supplies.....	82,369 54
32. Total operating expenses, being 43.77% per cent. of earnings.....	\$6,213,190 57
33. Taxes.....	328,912 96
34. Total operating expenses and taxes, being 46.99% per cent. of earnings.....	\$6,542,103 53
Proportionate amount for Wisconsin, made on a basis of miles of road.....	\$2,039,525 36

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPT. 30, 1879.

MONTHS.	Passengers.	Freight.	Mails, Express and all source's.	Total.
1878.				
October.....	\$300,108 19	\$1,105,495 52	\$53,495 41	\$1,459,099 12
November.....	220,892 79	1,035,084 67	48,876 16	1,304,853 62
December.....	188,414 78	753,965 06	48,830 42	991,210 26
1879.				
January.....	171,935 85	723,917 24	47,321 41	943,174 50
February.....	167,718 58	614,587 93	49,278 86	831,585 37
March.....	241,340 12	710,331 34	48,016 91	999,688 37
April.....	246,687 09	729,380 33	48,219 11	1,024,286 53
May.....	236,723 11	1,005,036 90	70,247 49	1,312,007 50
June.....	237,611 78	1,002,608 71	45,893 92	1,286,114 41
July.....	282,255 69	878,085 43	53,419 74	1,215,760 86
August.....	259,937 81	931,806 55	52,738 99	1,244,483 35
September.....	304,555 15	1,223,549 03	53,800 24	1,581,904 42
Totals.....	\$2,858,180 94	\$10,713,848 71	\$622,138 66	\$14,194,168 31
Actual for Wis.	\$682,960 81	\$2,055,169 35	\$150,650 10	\$2,888,780 26

* Salaries and wages.

† Debit balances.

Chicago & Northwestern Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating Expenses and Taxes.	Rentals.	Interest and Dividends.	Total.
1878.				
October.....	\$504,399 32	\$139,965 08	\$212,737 20	\$857,101 60
November.....	497,571 91	126,656 16	257,591 11	881,819 18
December.....	509,972 28	101,577 35	1,242,922 98	1,854,472 61
1879.				
January.....	684,013 90	54,196 53	197,510 59	935,721 02
February.....	559,479 38	59,818 02	190,589 92	809,887 32
March.....	528,453 18	100,794 95	567,430 87	1,966,679 00
April.....	481,535 47	101,000 63	181,716 08	764,252 18
May.....	465,244 77	107,604 60	865,138 39	1,435,987 76
June.....	624,777 63	113,603 31	186,461 57	924,842 51
July.....	568,319 59	104,451 13	196,988 02	869,758 74
August.....	575,391 52	123,218 32	195,584 33	892,194 17
September.....	542,944 58	144,444 49	565,006 51	1,252,395 58
Total.....	\$6,542,103 53	\$1,277,330 57	\$4,855,677 57	\$12,675 111 67
Pro. for Wis...	\$2,039,525 36	No leased lines in Wisconsin.	\$2,040,578 51	\$4,080,103 87

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry. Included in No. 3.		
2. Bridging.....		\$157,013 80
3. Superstructure, including rails.....		30,717 33
4. Land, land damages and fences.....		51,873 22
5. Passenger and freight stations, wood sheds and water stations.....	}	88,493 74
6. Engine houses, car sheds and turn-tables.....		
7. Machine shops.....		
8. Engineering, agencies, salaries, and other expenses during construction.....		6,655 00
9. Purchase of other roads.....		157,488 11
Cost of Stanwood & Tipton R'y.....		
10. Total for construction.....		\$492,241 20
11. Locomotives.....	} None.	.....
12. Parlor and sleeping cars.....		.....
13. Passenger, mail, and baggage cars.....		.....
14. Freight and other cars.....		.....
15. Total for equipment.....		\$621,581 17
16. Other expenditures charged to property account (specifying same).		
17. Total expenditures charged to property account.....		\$1,113,822 37

Chicago & Northwestern Railway Company.

18. Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying the same:	
19. Net addition to property account for the year.....	\$1,113,823 37
20. Proportionate amount for Wisconsin made on a basis of miles of road.....	\$468,079 35

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878	\$71,786,488 93
2. Paid for construction during the year, as per construction account on page 10	\$492,241 20
3. Paid for equipment during the year, as per equipment account on page 10.....	621,531 17
4. Total expended for construction and equipment during the year ending Sept. 30, 1879.	1,113,822 87
5. Total cost of entire line to date, Sept. 30, 1879.....	\$72,900,311 30
6. Proportionate amount for Wisconsin	\$30,636,055 81

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	20	\$2,069 00	\$41,384
Clerks in general offices.....	140	830 00	116,217
Agents and clerks at all stations.....	871	660 00	575,473
Master, and skilled mechanics..... }	1,686	628 50	1,059,744
Helpers in shops..... }			
Conductors.....	207	873 00	180,711
Engineers.....	383	1,043 00	399,469
Firemen and wipers	558	588 00	328,104
Brakemen.....	487	540 00	262,980
Flagmen, switchtenders, gatekeepers, and watchmen.....	515	510 00	262,650
Section foremen	284	540 00	153,360
Section laborers..... }	2,470	353 00	872,200
All other employes..... }			

Chicago & Northwestern Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Cost of road and equipment	\$72,900 311 30	Capital stock	\$36,812 500 53
Proprietary railroads	3,192 999 40	Funded debt	33,103,000 00
Real estate	209,971 99	Live bonds in sinking fund	90,000 00
Railroad bonds on hand	163,000 00	Real estate mortgages due in 1880	220,000 00
Common and preferred stock owned by Co.	298,360 32	Current bills, pay rolls and accounts	1,497,919 51
Materials	634,611 98	Outstanding coupons and dividends includ-	
Due from Express Companies	7,964 17	ing coupons, Oct. 1, 1879	791,057 94
Due from U. S. Government	99,754 53	Balance due leased roads in Iowa	273,367 37
Due from station agts. earnings & collections	807,090 42	Balance due sundry railroad companies	37,995 40
Due from sundry companies and individuals	37,441 49	Land Grant account	26,197 63
Bills receivable	33,346 96	Income account	5,724,413 08
Cash on hand	191,598 90		
	\$78,576,451 46		\$78,576,451 46

*Chicago & Northwestern Railway Company.*CHARACTERISTICS OF ROAD.
ROADS OWNED.

Name of Division or Branch.	From.	To.	STATE.				Total Miles.
			Wis., Miles.	Ills., Miles.	Mich., Miles.	Iowa, Miles.	
Wisconsin Division.	Chicago	Ft. Howard	171.40	70.80	.....	.....	242.20
Wisconsin Division.	Kenosha	Rockford	27.50	44.60	.....	.....	72.10
Wisconsin Division.	Chicago	Montrose .....	.....	5.20	.....	.....	5.20
Galena Division.	Chicago	East End M. R. Br'g .....	.....	137.00	.....	.....	137.00
Galena Division.	Chicago	Freeport .....	.....	121.00	.....	.....	121.00
Galena Division.	Elgin	Lake Geneva	8.70	36.34	.....	.....	45.04
Galena Division.	Geneva	St. Charles .....	.....	2.40	.....	.....	2.40
Galena Division.	Geneva	Batavia .....	.....	3.20	.....	.....	3.20
Galena Division.	Chi. So. Bra. J.	River .....	.....	4.50	.....	.....	4.50
Iowa	Standwood	Tipton .....	.....	.....	.....	8.50	8.50
Madison	Belvidere	Madison	48.80	20.10	.....	.....	68.90
Madison Extension.	Madison	Winona Junction	129.10	.....	.....	.....	129.10
Madison Division.	Winona J.	Winona	29.00	.....	.....	.....	29.00
Peninsula Division.	Ft. Howard	Mich. State Line	49.45	.....	.....	.....	49.45
Peninsula Division.	Mich. State Line.	Escanaba .....	.....	.....	64.65	.....	64.65
Peninsula Division.	Escanaba	Lake Angeline Mine .....	.....	.....	68.00	.....	68.00
Peninsula Division.	Branches and Ex.	Mines .....	.....	.....	39.80	.....	39.80
Peninsula Division.	Menominee R. J.	Quinnesec .....	.....	.....	24.71	.....	24.71
Milwaukee Division.	Chicago	Milwaukee	40.24	44.76	.....	.....	85.00
Length of single track owned			504.19	489.90	197.16	8.50	1,199.75
Total miles of single and second track owned			504.19	489.90	197.16	8.50	1,199.75
Sidings			97.97	115.25	30.87	.32	243.81
Total miles of track owned, including sidings			601.56	605.15	228.03	8.82	1,443.56

Chicago & Northwestern Railway Company.

CHARACTERISTICS OF ROAD — continued.
(PROPRIETARY AND LEASED LINES.)

Name of Division or Branch.	From.	To.	STATE.				Total Miles.
			Wis., Miles.	Ills., Miles.	Mich., Miles.	Iowa, Miles.	
Leased lines:							
C. I. & N. R. R.	East End M. R. B.	Clinton.				1.10	1.10
C. I. & N. R. R.	Clinton.	C. Rapids.				81.30	81.30
C. R. & M. R. R. R.	C. Rapids.	Mo. River.				271.60	271.60
C. R. & M. R. R. R.	Clinton.	Lyons.				2.60	2.60
Maple River R. R.	Maple River Jun.	Mapleton.				60.15	60.15
Maple River R. R.	Wall Lake.	Sac City.				12.14	12.14
Total leased lines.						428.89	428.89
Total of lines owned, brought forward.			504.19	489.90	197.16	8.50	1,199.75
Total of lines owned, and leased lines.			504.19	489.90	197.16	437.39	1,628.04
Aggregate length of tracks operated by this company, computed as single track.			504.19	489.90	197.16	437.39	1,628.64
Aggregate length of sidings and other track not above enumerated.			97.37	115.25	30.87	59.96	303.45
Total.			601.56	605.15	228.03	497.35	1,932.09
Number of junction stations.			14	11	2	10	37
What is the gauge of your lines? 4 feet 8½ inches.							

No proprietary lines embraced in this report.

Chicago & Northwestern Railway Company.

DOINGS OF THE YEAR IN TRANSPORTATION.

(Mileage and Tonnage.)

MILEAGE.

1. Number miles run by passenger trains	2,520,786
2. Number miles run by freight and mixed trains.....	7,001,413
3. Number miles run by wood, gravel and construction trains	326,742
4. Mileage of switching trains.....	
5. Total mileage	9,848,941
6. Proportion for Wisconsin. (Give per centage and miles) 37 $\frac{63}{100}$ per cent	3,703,026

PASSENGERS CARRIED.

7. Total number of passengers carried.....	3,075,843
10. Total number of passengers carried one mile.....	107,695,478
11. Rate per passenger per mile on whole line.....	$.02\frac{63}{100}$
12. Rate per passenger per mile in Wisconsin	$.03\frac{83}{100}$
13. Average distance traveled by each passenger.....	35 $\frac{91}{100}$ miles.

TONNAGE OF FREIGHTS CARRIED.

No record kept showing classification of commodities.

13. Total freight in tons	4,036,880
14. Proportion for Wisconsin.....	1,429,400
15. Number of tons of freight carried one mile.....	692,749,821
16. Number of tons of freight carried (eastward) }	4,036,880
17. Number of tons of freight carried (westward) }	
18. Average rate per ton per mile on all freight carried.....	1 $\frac{53}{100}$ c.
19. Average rate per ton per mile on local freight (not separa'd)	

AVERAGE PRICE PER TON PER MILE ON FREIGHTS FOR A
SERIES OF YEARS.

<i>Year.</i>	<i>Cents.</i>	<i>Year.</i>	<i>Cents.</i>
1870.....	3.09	1875.....	2.06
1871.....	2.87	1876.....	1.91
1872.....	2.61	1877.....	1.81
1873.....	2.35	1878.....	1.63
1874.....	2.22	1879.....	1.53

Chicago & Northwestern Railway Company.

MILEAGE EARNINGS FOR THE YEAR.

	Whole Line.	Wisconsin.
1. Earnings per mile of road on freight.....	\$6,624 65	\$4,076 18
2. Earnings per mile of road on passengers.	1,767 29	1,354 57
3. Earnings per mile of road on mails, express, and all other sources.....	384 68	298 80
4. Total earnings per mile.....	\$8,776 62	\$5,729 55
5. Net earnings per mile.....	\$4,731 47	.....
6. Earnings per train mile run, on freight...	1 53	73.77
7. Earnings per train mile run, on passengers.....	1 13	77.88
8. Earnings per train mile run, on mails, express, and all other sources.....	21.65	16.49
9. Net earnings per train mile.....	80.36	.....
10. Of the earnings of the entire line, what is the ratio of passengers to freight? Answer: On whole line, as 1 to 3.748. In Wisconsin, 1 to 3.009.		
11. What is the rate of passenger per mile on whole line and in Wisconsin?	02.65	03.43
12. Number of passengers carried one mile on whole line and in Wisconsin.....	107,695,478	19,973,114
13. Number of miles of operated road upon which above estimates are based (aver- for the year).....	1,617 27	504 19

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

1. Average operating expenses per mile of road	\$4,045 15
2. Average operating expenses per train mile.....	66.42
3. Cost of maintaining track and bridges per train mile.....	13.40
4. Cost of repairs of engines per mile run.....	04.89
5. Cost of engineers firemen and wipers per mile run.....	7.23
6. Cost of oil and waste per mile run.....	00 67
7. Cost of fuel per mile run.....	07.02

EARNINGS AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings	\$14,194,168 31
Deduct operating expenses and taxes	6,542,103 53
Leaving net earnings	\$7,652,064 78

Chicago & Northwestern Railway Company.

Amount of rentals paid.....	\$1,247,471 20	
Amount of interest paid.....	2,257,904 07	
Total of rents and interest.....		
Balance		
Dividends paid viz —		
On preferred stock.....per cent.		}
On preferred stock.....per cent.		
Total of dividends.....		\$2,429,809 30

EQUIPMENT.

	Owmed.	Total.
Number of locomotives.....	364	364
Number of passenger cars	182	182
Number of baggage, mail, and express cars.....	82	82
Number of parlor or sleeping cars	3	3
Number of freight cars, basis of 8 wheels.....	6,853	6,853
Number of other cars	2,759	2,759

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

United States Mail, September 30th, 1879.

Route.	Termini	Miles.	Amount per annum.
23001	Chicago to Milwaukee.	87 00	\$19,926 48
23002	Chicago to Freeport.....	121 00	24,997 44
23003	Chicago to U. P. Transfer	491 00	115,194 80
23004	Elgin to Geneva Lake.....	44 00	2,200 00
23056	Geneva to Batavia.....	3 50	175 00
24031	Fort Howard to Ishpeming	181 20	11,099 27
24042	Powers to Quinnesec.....	24 68	Not fixed.
25009	Chicago to Green Bay.....	245 00	51,943 34
25010	Caledonia to Winona Junction.....	190 35	21,722 40
25011	Kenosha to Rockford.....	73 60	5,520 00
25012	Winona Junction to Winona,.....	30 45	5,176 50
25030	Onalaska to La Crosse.....	6 50	277 87
27013	Stanwood to Tipton.....	8 81	440 50
27038	Maple River Junction to Mapleton.....	61 18	2,353 90

Chicago & Northwestern Railway Company.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company and United States Express Company.

For terms and conditions as to rates, see statement attached.

The express companies have no care of the machinery or repairs of cars, etc.

They do a miscellaneous business, restricted to lighter articles properly belonging to express business.

The express companies deliver their freight into the company's cars.

Express Contracts in force September 30, 1879.

UNITED STATES EXPRESS COMPANY.

Chicago to Milwaukee, rate per diem on limited tonnage \$66.66; limit of pounds to be carried each day at regular per diem rate, 17,000; rate per 100 pounds carried whole length of route to be paid on excess of tonnage, 40 cents.

AMERICAN EXPRESS COMPANY.

	Rate per diem on limited tonnage.	Limit of pounds.	Rate per 100 lbs whole length of route on express tonnage.
Chicago to Council Bluffs.....	275 00	10,000	\$1 50
Chicago to Freeport	90 00	12,000	75
Chicago to Ishpeming	200 00	8,000	2 00
Chicago to Elroy	135 00	10,000	1 35
Stanwood to Tipton.....	2 00	500	.....
Kenosha to Rockford	5 07	1,000	60
Elgin to Geneva Lake.....	5 00	1,000	38

Elroy to Winona Junction, in accordance with tariff of rates to be paid between stations.

Maple River Junction to Mapleton, \$100.00 per month.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage.

Chicago & Northwestern Railway Company.

The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car load).

Their freight has no preference over other freight of like class.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Sleeping cars are run with passenger trains, and hotel cars on line between Chicago and Council Bluffs.

For the use of sleeping cars this company furnishes their fuel and lights, and keeps in running order the tracks and whole exterior of the cars.

For the use of hotel cars this company pays three cents per mile run for each car.

Both are owned by the Pullman Palace Car Company, and all the charges in addition to the regular passenger rates, are made and collected by that company.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

None.

6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?

None.

7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report?

The increase of miles embraced in this report is an addition of about twelve miles to the length of the Maple River Railroad, operated under lease described in report of 1878.

8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line? No.

9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line? No.

10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None in Wisconsin.

11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?

We have, in some cases.

12. Have you made any reduction in such rates, from any stations, since the passage of said chapter?

We have.

During the year referred to, the following articles of freight, when in quantities of not less than 20,000 pounds, shipped for one consignee from or to Milwaukee, on one day, have been carried at twenty per cent. less than fourth class rates, viz.:

Beans; glass, common window, 32×44 and under; grass seed; grindstones; *horse and mule shoes; *iron or steel, bar, band or boiler; iron pipe (wrought); iron roofing; lead, pig; *nails and spikes; sleigh-shoes, iron; stoves; vinegar; wire binders (for harvesters); wire, fence, barbed, and telegraph.

Articles marked thus *, are taken at the reduced rate, when shipped in car loads of from 20,000 to 24,000 pounds of each, or any quantity of each, loaded together in a car for one consignee, shipped on one day.

Chicago & Northwestern Railway Company.

STATEMENT to accompanying Report to the Railroad Commissioner, State of Wisconsin, for the year ending September 30, 1879.

(Answering general questions Nos. 11 and 12.)

NOTE.—Statement shows advance and reductions in rates of freight since the report for the year ending Sept. 30, 1878, was filed with R. R. Commissioner.

RATES BETWEEN MILWAUKEE AND—	GRAIN IN CAR LOADS, PER 100 POUNDS.				FLOUR IN BARRELS, IN CAR LOADS, PER BARREL				CATTLE AND HOGS, IN CAR LOADS, PER CAR.			
	Present Rates.	Rates pri. or to Ch.	57.	Increase.	Decrease.	Present Rates.	Rates pri. or to Ch.	57.	Present Rates.	Rates pri. or to Ch.	Increase.	Decrease
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$	cts.	\$	cts.
Sharon.....	12	13	13	01	01	24	26	26	24 00	27 00	3 00	3 00
Clinton Junction.....	12	11½	11½	00½	01	24	23	23	24 00	28 00	4 00	4 00
Shopiere.....	13	11½	11½	01½	03	26	26	26	23 00	28 00	5 00	5 00
Janesville.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
Milton Junction.....	14	13	13	01	03	28	26	26	23 00	28 00	5 00	5 00
Juneau.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
Chester.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
Oak Center.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
Oakfield.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
Vandyne.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
Oshkosh.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
State Hospital.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
Snell's.....	14	13	13	01	02	28	26	26	23 00	28 00	5 00	5 00
LUMBER, CAR LOADS, PER 100 lbs.												
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
	03½	04	04	00½	00½	03½	04	04	03½	04	00½	00½
Mil. Div. { County Line.....												
Ives.....												

WISCONSIN DIVISION.

Chicago & Northwestern Railway Company.

DIVISION.	Salmon	10	0984	0016	20	1908	0032
KENOSHA DIVISION.	Fox River	10	11½	01½	20	28	08
	Basset's	10	11½	01½	20	28	08
	Genoa Junction	10	14	04	20	28	08
	Genoa Lake	10	14	04	20	28	08
	Beloit	13	18	04	26	26	02
	Afton	13	14	01	26	28	02
	Harover	14	14	01	28	28	02
	Footville	14	14	01	28	28	02
	Magnolia	14½	14	00½	29	28	01
	Evansville	15	15	00½	30	28	01
MADISON DIVISION.	Brooklyn	15	15	00½	30	30	04
	Oregon	16	14	02	32	28	04
	Syene	16	14	02	32	28	04
	Madison	16	15	01	32	30	02
	Mendota	16	15	01	32	30	02
	Waunakee	16	16	01	32	32	02
	Dane	16	16	01	32	32	02
	Lodi	16	16	01	32	32	02
	Merrimac	16	16	01	32	32	02
	Devil's Lake	16½	N.Stn	33	N.Stn	32	01
MADISON DIVISION.	Baraboo	16½	00½	33	32	01	02
	North Freedom	17	17	01	34	34	02
	Ableman's	17	18	01	34	36	02
	Reedburg	17	18	01	34	36	01
	La Valle	17½	18	00½	35	36	02
	Wonowoc	18	18	01	36	36	02
	Union Centre	18	19	01	36	38	02
	Glendale	19	19	01	38	38	02
	Kendall's	19	20	01	38	40	02
	Wilton	20	21	01	40	42	02
MADISON DIVISION.	Sparta	22	21	01	44	42	02
	Bangor	22	22	01	44	44	02
	West Salem	22	23	01	44	44	02
	Winona Junction	22	23	01	44	46	02
	Onalaska	22	23	01	44	46	02

Chicago & Northwestern Railway Company.

STATEMENT Showing advance and reductions in rates of freight since last report — continued.

RATES BETWEEN MILWAUKEE AND	GRAIN IN CAR LOADS PER 100 LBS.				FLOUR, IN CAR LOADS PER BARREL.				LUMBER IN CAR LOADS PER 100 LBS.			
	Present Rates		Ch. 57. prior to		Present Rates		Ch. 57. prior to		Present rates.		Rates prior to Ch. 57.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	\$ Cts.	\$ Cts.	\$ Cts.	\$ Cts.
Mad. Div.	22	23	23	01	44	46	46	02	.....	.....	.....	.....
{ Midway.....	22	23 1/2	23 1/2	01 1/2	44	47	47	03	.....	.....	.....	.....
{ Trempealeau.....	22	23 1/2	23 1/2	01 1/2	44	47	47	03	.....	.....	.....	.....
{ Marshland ..	22	23 1/2	23 1/2	01 1/2	44	47	47	03	.....	.....	.....	.....
Wis. Div.	25	31	31	06	11	11	11	.....	26 00	26 00	26 00	26 00
{ Neenah and Menasha.....	25	31	31	06	11	11	11	.....	26 00	26 00	26 00	26 00
{ Appleton and Appleton Jt...	25	31	31	06	11	11	11	.....	26 00	26 00	26 00	26 00
{ Little Chute.....	25	31	31	06	11	11	11	.....	26 00	26 00	26 00	26 00
{ Kaukauna.....	25	31	31	06	11	11	11	.....	26 00	26 00	26 00	26 00
{ Duck Creek.....	.....	.....	.....	.....	11	11	11	.....	26 00	26 00	26 00	26 00
{ Big Suamico.....	.....	.....	.....	.....	11	11	11	.....	26 00	26 00	26 00	26 00
{ Little Suamico.....	.....	.....	.....	.....	11	11	11	.....	26 00	26 00	26 00	26 00
{ Brookside.....	.....	.....	.....	.....	11 1/2	11 1/2	11 1/2	.....	26 00	26 00	26 00	26 00
{ Pensaukee.....	.....	.....	.....	.....	11 1/2	11 1/2	11 1/2	.....	26 00	26 00	26 00	26 00
{ Oconto.....	.....	.....	.....	.....	12	12	12	.....	26 00	26 00	26 00	26 00
{ Carrolls.....	.....	.....	.....	.....	12	12	12	.....	26 00	26 00	26 00	26 00
{ Peshtigo.....	.....	.....	.....	.....	12	12 1/2	12 1/2	.....	26 00	26 00	26 00	26 00
{ Marinette.....	.....	.....	.....	.....	12	12 1/2	12 1/2	.....	26 00	26 00	26 00	26 00
Penninsula division	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Cattle and hogs, per car.

Lumber in car loads per 100 pounds.

Salt in car loads per barrel.

Chicago & Northwestern Railway Company.

13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquor? If so, what is it, *and is it enforced?*
 The rules of this company prohibit the use of intoxicating liquors by conductors, engineers and trainmen, and are strictly enforced.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres? No.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report. No.
 There has been a loss of acreage since last report as follows:
 Lot 1 of Sec. 13, T. 38, R. 11, was certified to the company as..... 34.18 acres.
 Government plats show the acreage to be..... 4.03 acres.
 Loss..... 30.15 acres.
3. What number of acres sold and conveyed since date of your last report?
 2,520.07 acres.
4. Average price, per acre, realized?
 \$2.25, per acre.
5. Number of acres now held by company?
 354,291.14 acres.
6. Average price asked for land now held by company?
 Not all appraised.
7. Amount of land sold, but not conveyed, under contracts now in force?
 416.70 acres.
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed since date of last report?
 \$3,582.88.
9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
 \$255.25.
10. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
 Nothing.
11. Whole amount of cash received for stumpage, trespasses, &c., since date of last report?
 \$449.70.
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
 \$4,287.83.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
 \$143,332.69.
14. What is the amount now due the Company on lands sold, or contracted to be sold?
 \$750.00.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report? None.
2. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise?
 Nothing.

Chicago & Northwestern Railway Company.

[illegible]

Chicago & Northwestern Railway Company.

[illegible]

Chicago & Northwestern Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails:
Total No. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No.
3. Of the above accidents those numbered as follows were caused by COLLISIONS, not properly coming under 2:
4 and 107. Total No. 2.
4. Of the above accidents those numbered as follows were caused by explosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives not kept separate:
Total No. None.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

6. Total \$8,566 80
7. Amount claimed yet unsettled, or in litigation.

STATE OF ILLINOIS — *County of Cook* — ss.

Albert Keep, president, and J. B. Redfield, assistant secretary, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by their proper officers and agents, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

{ SEAL. }

Signed,

ALBERT KEEP.
J. B. REDFIELD.

Subscribed and sworn to before me, Frank P. Crandon, this twenty-eighth day of November, A. D. 1879.

{ SEAL. }

FRANK P. CRANDON,
Commissioner for the State of Illinois.

Appointed by the Governor of Wisconsin to administer oaths, affirmations, etc.

Northwestern Union Railway Company.

REPORT
OF THE
NORTHWESTERN UNION RAILWAY COMPANY,

For the year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Albert Keep.....	Chicago, Illinois.
Vice President.....	M. L. Sykes	New York, N. Y.
Treasurer.....	M. L. Sykes	New York, N. Y.
Secretary	J. B. Redfield.....	Chicago, Illinois.
Assistant Secretary.....	Jno. S. George.....	Milwaukee, Wis.

1. General offices at Chicago, Ill.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
C. J. L. Meyer.....	Fond du Lac.	J. B. Redfield.....	Chicago, Ill.
Albert Keep.....	Chicago, Ill.	M. L. Sykes.....	New York, N. Y.
Marvin Hughitt	Chicago, Ill.	Wm. L. Scott	Erie, Pa.
Wm H. Ferry.....	Chicago, Ill.	M. M. Kirkman ...	Chicago, Ill.
James H. Howe.....	Kenosha, Wis.		

EXECUTIVE COMMITTEE.

ALBERT KEEP, M. L. SYKES, M. HUGHITT.

2. Date of annual election of directors, June 14.
3. Name and address of person to whom correspondence concerning this report should be directed.

B. C. Cook, General Solicitor, Chicago.

11— R. R. Com.

Northwestern Union Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPTEMBER 30, 1879

1. Total income	\$277,239 28
2. Operating expenses.....	179,854 35
3. Excess of income.....	97,884 93
4. Taxes.....	13,133 20
5. Rentals.....	Nothing
6. Interest accrued and sinking funds during the year.....	259,036 08
7. Dividends declared	Nothing
Total deficit	\$174,784 35
Less amount assumed by Chi. & N. W. R'y.....	88,911 06
8. Balance for the year, September 30, 1879, (deficit)	\$85,873 29

CAPITAL STOCK.

Capital stock authorized by charter	\$5,000,000 00
How many kinds of stock at date of last report? Two.	
Amount of common stock at date of last report	1,000,000 00
Amount of preferred stock at date of last report.....	2,500,000 00
Total capital stock at date of last report.....	\$3,500,000 00
Rate of preference, 10 per cent	
How much common stock has been issued since date of last report?	None.
How much preferred stock has been issued since date of last report?	None.
Total amount of stock now outstanding	\$3,500,000 00
Amount of stock per mile of road built (exclusive of sidings)	\$55,883 76

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue.	Rate of interest	AMOUNT.
First mortgage gold bonds	New York, June 1, 1917	Mar 1, 1872	7 P. c.	\$3,500,000 00
2. Total bonded indebtedness				3,500,000 00
4. Amount per mile of road.....				55,883 76
5. No. of miles of road on which computations are made (on whole line). 62.63				

Northwestern Union Railway Company.

7. Net cash realized from sale of bonds. About 90 per cent of par value.	
8. Amount of unfunded and floating debt. None.	
9. Aggregate of capital stock; funded and unfunded debt....	\$7,000,000 00
11. Amount of funded and unfunded debt per mile of road built.....	55,883 76

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:
None.

QUICK ASSETS.

1. Specify particularly: Balance due from C. & N. W. R'y.	\$238,783 93
Total.....	\$238,783 93

ANALYSIS OF EARNINGS.

1. From local passengers	} \$105,926 57
2. From through passengers (to and from other roads).....	
3. From express	
4. From mails	
5. From other sources, passenger department.....	
6. Total earnings from passenger department	\$117,615 07
7. From local freight	}
8. From through freight (to and from other roads).....	
9. From other sources, freight department.	
10. Total earnings from freight department.....	\$158,536 24
11. Total transportation earnings	\$276,151 81
12. Rents for use of road .....	.....
13. Income from all other sources (specifying same): Miscellaneous earnings.....	1,087 97
13. Total income from all sources	\$277,239 23

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$1,487 88
2. Legal expenses.....	.....
3. Insurance.....	.....
4. Stationery and printing.....	871 24
5. Outside agencies and advertising.....	507 50
6. Contingencies and miscellaneous.....	773 78
7. Repairs of bridges (including culverts and cattle guards)..<	11,697 01
8. Repairs of buildings.....	1,035 41
8½. Repairs of tools, machinery.....	1,870 81
9. Repairs of fences, road crossings, and signs.....	684 28
10. Renewal of rails	45,779 84

Northwestern Union Railway Company.

11. Renewal of ties	11,781 81
12. Repairs of road-bed and track	27,774 77
13. Repairs of locomotives	10,030 73
14. Fuel for locomotives	16,224 21
15. Water supply	
16. Oil and waste	1,826 63
17. * Locomotive service	15,177 94
18. Repairs of passenger cars	4,565 75
19. * Passenger train service	8,041 40
20. Passenger train supplies	977 07
21. † Mileage passenger cars	
22. Repairs of machinery and tools	3,847 71
23. * Freight train service (incl. in No. 19)	
24. Freight train supplies (incl. in No. 20)	
25. † Mileage freight cars (nothing)	
26. Telegraph expenses	
27. Loss and damage, freight and baggage	2,459 75
28. Loss and damage, property and cattle	
29. Personal injuries	392 59
30. * Agents and station service	11,657 13
31. Station supplies	1,889 16
32. Total operating expenses, being 64.87 per cent. of earnings,	179,854 35
33. Taxes	13,133 20
34. Total operating expenses and taxes, being 69.61 per cent. of earnings	192,987 55

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1879.

MONTHS.	Passengers.	Freight.	Mails, expr's and all other sourc's	Total.
1878.				
October	\$11,160 52	\$18,439 17	\$1,113 83	\$30,713 51
November	8,634 98	13,947 66	925 72	23,508 36
December	7,402 72	16,252 57	915 00	24,570 29
1879.				
January	6,584 86	11,539 30	1,018 14	19,142 30
February	6,159 97	7,932 73	962 03	15,104 73
March	8,440 31	10,936 44	946 03	20,322 78
April	9,152 89	9,811 07	958 57	19,922 53
May	8,573 48	16,591 10	1,036 86	26,201 44
June	8,929 71	14,614 90	887 86	24,432 47
July	9,984 98	8,717 00	1,088 03	19,790 01
August	9,352 37	9,608 80	983 26	19,944 43
September	11,549 79	20,095 50	1,941 14	33,586 43
Totals	\$105,926 57	\$158,536 24	\$12,776 47	\$277,239 28

*Salaries and wages.

†Debit balances.

Northwestern Union Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating exp'nses and taxes.	Interest and sinking fund.	Total.
1878.			
October	\$9,504 94	\$20,825 00	\$30,329 94
November	10,548 11	34,042 31	44,590 42
December	9,456 87	20,418 79	29,875 66
1879.			
January	17,133 07	20,416 66	37,549 73
February	9,461 14	20,416 66	29,877 80
March	12,622 88	20,416 66	33,039 54
April	8,811 13	20,416 66	29,227 79
May	13,489 42	20,416 70	33,906 12
June	22,234 10	20,416 66	42,650 76
July	19,788 14	20,416 66	40,204 80
August	27,217 26	20,416 66	47,633 92
September	32,720 49	20,416 66	53,137 15
Totals	\$192,987 55	\$259,036 08	\$452,023 63

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry	\$156 24
2. Bridging	38 90
3. Superstructure, including rails	2,244 92
4. Land, land damages and fences	21,737 74
5. Passenger and freight stations, wood sheds, and water stations	22,883 63
6. Engine houses, car sheds, and turn-tables	
7. Machine shops	
8. Engineering, agencies, salaries, and other expenses during construction	2,349 16
9. Purchase of other roads (specifying same)	
	\$49,410 59
Less credit for iron and steel, interests, etc., for former years, transferred to operating expenses	17,184 79
10. Total for construction	\$32,225 80
17. Total expenditures charged to property account	\$32,225 80
19. Net addition to property account for the year	\$32,225 80

Northwestern Union Railway Company.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878.....	\$3,143,116 98
2. Paid for construction during the year, as per construction account on page 10.....	32,225 80
3. Paid for equipment during the year, as per equipment account on page 10.....	.....
4. Total expended for construction and equipment during the year ending Sept. 30, 1879	32,225 80
5. Total cost of entire line to date, Sept. 30, 1879.....	<u>\$3,175,342 78</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters			
Clerks in general offices.....	1	\$540 00	\$540 00
Agents and clerks at all stations	21	518 00	10,773 00
Master, and skilled mechanics. } No			
Helpers in shops..... } shops.....			
Conductors.....	3	820 00	2,460 00
Engineers.....	5	1,048 00	5,215 00
Firemen and wipers	5	588 00	2,940 00
Brakemen.....	6	570 00	3,420 00
Flagmen, switchtenders, gatekeepers and watchmen.....	11	510 00	5,610 00
Section foremen.....	12	550 00	6,600 00
Section laborers.....	172	353 00	60,716 00
All other employes.....	13	353 00	4,589 00

Northwestern Union Railway Company.

GENERAL BALANCE SHEET FOR YEAR ENDING SEPTEMBER 30, 1879.

ASSETS.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Cost of road,.....	\$3,175,342 78	Capital Stock.....	3,500,000 00
Leasehold agreement for unfinished line	3,500,000 00	Funded debt	3,451,500 00
Assets (due from C. & N. W. Ry Co.).....	238,783 93	Live bonds in sinking fund.....	48,500 00
Income account.....	85,873 29		
	\$7,000,000 00		\$7,000,000 00

Northwestern Union Railway Company.

CHARACTERISTICS OF ROAD.

ROADS OWNED.

Name of Division or Branch.	From	To	Total Miles.
Main line	Milwaukee	Fond du Lac	62.63
Single track.	UNFINISHED BRANCHES.		
Division of branches:			
Single track.			
Lodi Branch	Mayville	Lodi	73.37
Iron Ridge Branch ...	Lodi Branch	Iron Ridge	5.00
			77.37
Total			140.00
Length of single track owned			62.63
*Second track			None.
Total miles of single and second track owned			62.63
Sidings			about 5.00
Total miles of track owned, including second track and sidings			67.63

Number of junction stations. Two.

What is the gauge of your lines? Four feet eight and one-half inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage and Tonnage.

MILEAGE.

1. Number of miles run by passenger trains	80,410
2. Number of miles run by freight and mixed trains	81,623
3. Number of miles run by wood, gravel and construction trains	18,487
4. Mileage of switch trains	
5. Total mileage	180,519

PASSENGERS CARRIED.

7. Total number of passengers carried	74,852
8. number of passengers carried one mile (eastward) ..	3,287,467
9. number of passengers carried one mile (westward) ..	
10. Total number passengers carried one mile	
11. Rate per passenger per mile on whole line, 3.2 cents.	
13. Average distance traveled by each passenger	43.94

*Meaning a double length of track, independent of sidings.

Northwestern Union Railway Company.

TONNAGE OF FREIGHTS CARRIED.

No record kept showing classification of commodities.

13. Total freight in tons	215,418
15. Number of tons of freight carried one mile	6,877,594
16. Number of tons of freight carried (eastward)	215,418
17. Number of tons of freight carried (westward)	
18. Average rate per ton per mile on all freights carried	2.3 cents
19. Average rate per ton per mile on local freight, not separated.	

AVERAGE PRICE PER TON PER MILE ON FREIGHTS FOR A
SERIES OF YEARS.

Year.	Cents.	Year.	Cents.
1878.....	2.54	1879.....	2.30

MILEAGE EARNINGS FOR THE YEAR.

	Whole line.	Wisconsin.
1. Earnings per mile of road on freight.....	\$2,531 32	\$2,531 32
2. Earnings per mile of road on passengers	1,691 31	1,691 31
3. Earnings per mile of road on mails, express, and all other sources.....	204 00	204 00
4. Total earnings, per mile.....	\$4,426 63	\$4,426 63
5. Net earnings per mile.....	\$1,345 23	\$1,345 23
6. Earnings per train mile run, on freight.....	1 94	1 94
7. Earnings per train mile run, on passengers ...	1 33	1 33
8. Earnings per train mile run, on mails, express and all other sources.....	15	15
9. Net earnings per train mile.....	52	52
10. Of the earnings of the entire line, what is the ratio of passengers to the freight? Answer: 1 to 1.496.		
11. What is the rate of passenger per mile.....	03.2	03.2
12. Number of passengers carried one mile.....	3,287,467	3,287,467
13. Number of miles of operated road upon which above estimates are based	62.63	62.63

MISCELLANEOUS OPERATING EXPENSES—STATISTICS.

1. Average operating expenses per mile of road.....	\$3,081 39
2. Average operating expenses per train mile.....	1 19.10
3. Cost of maintaining track and bridges per mile	59.88
4. Cost of repairs of engines per mile run.....	06.19
5. Cost of engineers, firemen and wipers per mile run.....	09.37
6. Cost of oil and waste per mile run.....	00.83
7. Cost of fuel used on locomotives per mile run.....	10.02

Northwestern Union Railway Company.

EARNINGS AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS AND OF EXPENSES PAID.

Gross earnings.....	\$277,239 28
Deduct operating expenses and taxes.....	192,987 55
Leaving net earnings.....	\$84,251 73
Amount of rentals paid	None.
Amount of interest paid and sinking fund.....	\$250,496 08
Total of rentals and interest.....	250,496 08
Balance	
Dividends paid, viz:	
None.	

EQUIPMENT.

Owns no equipment.

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?
\$68.00 per mile per annum. Six times each way per week.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co., Milwaukee to Fond du Lac.
Rate per diem on limited tonnage, \$19.82. Limit of pounds, 8,000.
Rate per 100 pounds, whole length of route on excess of tonnage, \$2.00.
Express companies have no care of the machinery or repairs of cars, etc.
They do miscellaneous business — restricted to lighter articles properly belonging to express business.
The express companies deliver their freight into the company's cars.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
The cars of all transportation companies are allowed to run over the lines of this company — paying regular rates and receiving mileage.
The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car load).
Their freight has no preference other than freight of like class.

Northwestern Union Railway Company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
The Pullman Palace Cars are run with passenger trains.
This railway company hauls them, furnishes fuel and lights, and keeps in running order.
The Pullman Palace Car Company furnishes and provides for the care and management of the interior.
They are owned by the Pullman Palace Car company, and all charges in addition to the regular passenger rates are made and collected by that company.
5. Have you acquired any additional chartered rights under the special or general laws of this state, directly or indirectly, since your last report?
No.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
7. Have you acquired any lines in or out of this state, purchase, lease, consolidation or otherwise, since your last report?
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?
12. Have you made any reduction in such rates, from any stations, since the passage of said chapter?

Northwestern Union Railway Company.

STATEMENT to accompany Report to Railroad-Commissioner, state of Wisconsin, for the year ending September 30, 1879.

Answering General Questions Nos. 11 and 12.

NOTE.—Statement shows advances and reductions in rates of freights since the report for the year ending Sept. 30, 1878, filed with R. R. Commissioner.

RATES BETWEEN MILWAUKEE AND —	GRAIN, CAR LOADS, PER 100 POUNDS.					FLOUR, IN BARRELS, IN CAR LOADS, PER BARREL.					LUMBER, IN CAR LOADS, PER 100 POUNDS.				
	Present Rates.	Rates prior to Ch. 57.	Increase.	Decrease.		Present Rates.	Rates prior to Ch. 57.	Increase.	Decrease.		Present Rates.	Rates prior to Ch. 57.	Increase.	Decrease.	
N. WESTERN UNION RY.															
(Lindworm	cts. .05	N Stn.	cts.	cts.		cts. 10	N Stn.	cts.	cts.		cts. .021½	N Stn.	cts.	cts.	
Silver Springs .....	.05	N Stn. ....	.....	.....		10	N Stn. ....	.....	.....		.02½	N Stn. ....	.....	.....
St. Catherine .....	.....	.....	.....	.....		.....	.....	.....	.....		.03	N Stn. ....	.....	.....
Granville .....	.....	.....	.....	.....		.....	.....	.....	.....		.03	N Stn. ....	.....	.....
West Bend .....	.06½	.0744	.....	.....		13	14.88	.....	.188		.04½	.0454	.....	.01	
Kewaskum .....	.....	.....	.....	.....		.....	.....	.....	.....		.05	.057	.....	.0004	
New Cassel .....	.....	.....	.....	.....		.....	.063	.....	.....		.06	.063	.....	.007	
	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....	.....	.003	

Northwestern Union Railway Company.

13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors? If so, what is it, *and is it enforced?*
The rules of this company prohibit the use of intoxicating liquors by conductors, engineers and trainmen, and are strictly enforced.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?
Nothing.

ACCIDENTS.

None.

NUMBER OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

Not kept separate from other loss and damage.

STATE OF ILLINOIS—*County of Cook*—ss.

Albert Keep, President, and J. B. Redfield, Secretary, of the Northwestern Union Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

{ SEAL. }

Signed,

ALBERT KEEP,
J. B. REDFIELD.

Subscribed and sworn to, before me, Frank P. Crandon, this twenty-eighth day of November, A. D. 1879.

{ SEAL. }

FRANK P. CRANDON,
Commissioner for the State of Illinois appointed by the Governor of Wisconsin to administer oaths, affirmations, etc.

Chicago, St. Paul & Minneapolis Railway Company.

REPORT

OF THE

CHICAGO, ST. PAUL & MINNEAPOLIS RAILWAY CO.,

For the Year Ending, September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	H. H. Porter.....	Chicago, Ill.
Vice President.....	Wm. H. Ferry.....	Lake Forest, Ill.
Secretary.....	C. W. Porter.....	Hudson, Wis.
Treasurer.....	R. P. Flower.....	New York.
General Superintendent.....	E. W. Winter.....	Hudson, Wis.
Traffic Manager.....	F. B. Clarke.....	St. Paul, Minn.
Auditor.....	C. D. W. Young.....	Hudson, Wis.
Land Commissioner.....	C. W. Porter.....	Hudson, Wis.
General Solicitor.....	John C. Spooner.....	Hudson, Wis.
Chief Engineer.....	C. W. Johnson.....	Hudson, Wis.

1. General Offices at Hudson, St. Croix county, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
David Dows.....	New York.	H. H. Porter.....	Chicago, Ill.
R. P. Flower.....	New York.	Wm. H. Ferry.....	L. Forest, Ill.
A. R. Flower.....	New York.	P. Sawyer.....	Oshkosh, Wis.
H. Siebert.....	New York.	R. R. Cable.....	R. Island, Ill.
A. B. Bayliss.....	New York.	John Comstock.....	Hudson, Wis.
Geo. Coplin.....	New York.	John C. Spooner.....	Hudson, Wis.
W. H. Leonard.....	New York.		

EXECUTIVE COMMITTEE.

DAVID DOWS.

R. P. FLOWER.
WM. H. FERRY.R. R. CABLE.
H. H. PORTER.

Chicago, St. Paul & Minneapolis Railway Company.

2. Date of Annual Election of Directors, first Saturday after first Thursday in June, each year.
3. Name and address of person to whom correspondence concerning this report should be directed, C. D. W. Young, Auditor, Hudson, Wis.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

1. Total income.....	\$1,070,203 50
2. Operating expenses	615,196 29
3. Excess of income (not including taxes	\$455,007 21
4. Taxes.....	40,353 77
5. Rentals (specifying amount to each Company). St. Paul, Stillwater and Taylor's Falls R. R. \$28,144 98 Rent of Hudson Branch.....	10,599 96
6. Interest accrued during the year. On funded debt.....	305,102 84
On other debt, interest and expenses	638 83
7. Dividends declared. On preferred stock.....	None.
On common stock	None
Equipment as per statement attached.	123,616 46
Construction, improvement, etc., as per statement attached.....	103,785 20
Expenditures incident to purchase of West Wisconsin R'y.....	81,002 07
9. *Balance for the year — September 30, 1879 (deficit).....	\$1,258,439 45
	\$188,235 95

CAPITAL STOCK.

Capital stock authorized by charter.....	\$5,000,000 00
How many kinds of stock at date of last report? Two.	
Amount of common stock at date of last report.....	4,000,000 00
Amount of preferred stock at date of last report....	1,000,000 00
Total capital stock at date of last report	\$5,000,000 00
Rate of preference.....	
How much stock has been issued since date of last report? None.	
Total amount of stock now outstanding.....	\$4,890,874 85
Amount of stock per mile of road (exclusive of sidings) — [177 $\frac{1}{2}$ miles]	\$27,466 93

Chicago, St. Paul & Minneapolis Railway Company.

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of Issue.	Rate of Interest.	Amount.
First mortgage railway bonds.....	N. York, May 1, 1918.....	May 9, '78	6 p. ct. Gold.	\$3,000,000 00
Land grant income bonds.	N. York, May 1, 1898.....	May 9, '78	6 p. ct. Gold.	2,043,500 00
2. Total bonded indebtedness				\$5,043,500 00
4. Amount per mile of road.....				\$28,382 10
5. Number of miles of road on which computations are made (on whole line).....		177 ⁷ / ₁₆		

STATEMENT OF FLOATING OR UNSECURED DEBT.

(See general balance sheet on page 12.)

IMMEDIATE LIABILITIES.

1. Specify particularly, in what they consist:

Total.....

QUICK ASSETS.

1. Specify particularly:

Total.....

ANALYSIS OF EARNINGS.

	<i>Whole road.</i>	
1. From local passengers.....	\$127,417 36	
2. From through passengers (to and from other roads).....	153,004 44	
3. From express	19,050 18	
4. From mails	11,843 27	
5. From other sources, passenger department.	2,160 02	
6. Total earnings from passenger department.		\$313,475 27
7. From local freight.....	\$156,284 74	
8. From through freight (to and from other roads).....	\$600,443 49	
10. Total earnings from freight department....		756,728 23
11. Total transportation earnings		\$1,070,203 50
14. Total income from all sources.....		\$1,070,203 50
15. Proportionate amount for Wisconsin.....		\$944,240 54

Chicago, St. Paul & Minneapolis Railway Company.

ANALYSIS OF EXPENSES.

OPERATING EXPENSES.	Twelvemonths ending Sept. 30, 1879.	Wisconsin, Proportion, 88 23-100 p. c.
Repairs of locomotives and tenders	\$24,092 67	\$21,256 96
Repairs of cars	53,824 94	47,489 74
Repairs of buildings	8,360 99	7,376 90
Repairs of fences, gates and crossings.....	2,175 51	1,919 45
Repairs of bridges and culverts	13,995 38	12,348 12
Repairs of track	149,349 37	131,770 95
Repairs of tools and machinery.....	5,500 55	4,853 13
Fuel used by locomotives.....	64,633 48	57,026 12
Fuel and lights used in cars and at stations...	5,100 12	4,499 84
Oil and waste used.....	4,652 17	4,104 61
Office and station furniture and expenses.....	3,807 28	3,359 16
Furniture and fixtures for cars.....	1,168 23	1,030 73
Foreign agents.....	4,032 36	3,557 75
Advertising	2,915 44	2,572 29
Stationery, printed blanks, tickets, etc.....	5,708 51	5,036 62
Enginemen, firemen and wipers.....	53,202 53	46,940 59
Conductors, baggagemen and brakemen	39,262 30	34,641 13
Laborers and switchmen	43,882 95	38,717 93
Agents and clerks.....	53,597 18	47,288 79
Superintendence	17,549 54	15,484 22
Rents.....	19,161 75	16,906 41
Loss and damage (freight and baggage).....	1,101 23	971 62
Loss and damage (stock killed, etc.).....	3,013 35	2,658 68
Injury to persons.....	1,513 60	1,335 45
Teaming freight, baggage and mails.....	63 75	56 25
Insurance.....	1,063 25	938 11
Miscellaneous expenses.....	10,162 54	8,966 41
Car hire balance	13,787 85	12,165 02
New York office expenses.....	5,056 88	4,461 69
Operating North Wisconsin Railway (our pro- portion of joint expenses).....	3,253 29	2,870 38
Rent of locomotives	207 00	182 64
Total	\$615,196 29	\$542,787 69
Add for taxes (actual)	40,353 77	37,795 73
Total	\$655,550 06	\$580,583 42

32. Total operating expenses, being 57 48-100 per cent. of earnings..... \$615,196 29
33. Taxes..... 40,353 77
34. Total operating expenses and taxes, being 61 25-100 per cent. of earnings..... \$655,550 06
35. Proportionate amount for Wisconsin, made on a basis of miles of road (taxes, actual)..... \$580,583 42

*Chicago, St. Paul & Minneapolis Railway Company.***MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPT. 30, 1879.**

MONTHS.	Passeng- ers.	Freight.	Mails, Ex- press and other sourc's.	Total.
1878.				
October.....	\$27,939 41	\$68,723 05	\$2,809 08	\$99,471 54
November	21,827 08	72,860 54	2,753 24	97,440 86
December	20,032 77	74,146 65	2,696 84	96,876 26
1879.				
January	12,854 26	58,712 41	2,803 54	73,870 21
February	14,119 61	47,731 31	2,721 82	64,572 74
March.....	23,461 81	63,237 65	2,709 61	89,409 07
April	27,613 21	61,582 41	2,717 84	91,913 46
May.....	25,897 43	70,841 90	2,774 86	99,514 19
June	25,926 18	62,316 92	2,612 27	90,855 37
July.....	23,883 11	47,208 54	2,747 29	73,838 94
August	27,001 11	51,791 89	2,977 62	81,770 62
September	30,865 82	77,574 96	2,729 46	111,170 24
Totals	\$280,421 80	\$756,728 23	\$33,053 47	\$1,070,203 50
Propor. for Wis.	\$247,416 14	\$667,661 31	\$29,163 09	\$944,240 54

MONTHLY EXPENSES.

MONTHS.	Operating Expenses and Taxes.	Rentals.	Interest on Bonds & pre- mium on Gold Coupons.	Total.
1878.				
October.....	\$49,613 41	\$2,891 30	\$24,487 50	\$76,992 21
November	49,055 14	2,724 40	24,816 71	76,596 25
December.....	48,601 26	3,066 04	24,490 63	76,157 93
1879.				
January	51,106 10	2,820 25	24,487 50	78,413 85
February	40,538 86	2,753 49	24,338 00	67,630 35
March	41,941 76	3,408 64	24,965 50	70,315 90
April	57,335 05	3,618 09	31,704 00	92,657 14
May	82,953 12	3,586 23	25,162 50	111,701 85
June	68,805 61	3,415 16	25,132 50	97,333 27
July	60,354 93	3,154 09	25,162 50	88,671 52
August	51,783 66	3,261 20	25,162 50	80,207 36
September	53,461 16	4,046 05	25,162 50	82,669 71
Total	\$655,550 06	\$38,744 94	\$305,102 34	\$999,397 34
Pro. for Wis ...	\$580,583 42	.....	\$305,102 34	\$885,685 76

Chicago, St. Paul & Minneapolis Railway Company.

**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING
THE YEAR.**

All expenditures appertaining to property accounts as mentioned herein are charged on the books of this company to income account. See statement, folio 2.

EXPENDITURES ACCOUNT.
NEW EQUIPMENT.

New locomotives	\$85,590 23
Passenger coaches and business car.....	20,313 54
Freight equipment	67,712 69
Total.....	\$123,616 46

CONSTRUCTION IMPROVEMENT, ETC.

Land, land damages, fences, etc.....	\$5,400 40
Bridges and culverts.....	46,190 66
Improvement of track.....	7,125 00
New track scales, Elroy.....	26 54
Improvement of telegraph.....	890 26
Connections and facilities between Hudson and Hudson City...	8,819 26
Connections and facilities at St. Paul and Pacific Junction....	11,519 92
New machinery at shops.....	4,211 93
Steam shovel and ballast unloader.....	5,750 02
Freight and passenger depots.....	6,907 70
Water stations and tanks.....	2,942 36
Expense attending issue of bonds.....	4,001 15
Total.....	\$103,785 20

COST OF ROAD.

See statement on folio 2.

PERSONS EMPLOYED.
WHOLE ROAD.

Agents, and clerks at all stations, including warehouse and yardmen	76
Master, and skilled mechanics, and helpers in shops —	
Machinery department	42
Car department	40
Blacksmiths and helpers.....	12
Laborers at shops	7
Conductors and trainmen.....	56
Engineers.....	} Enginemen.....
Dispatchers	
Firemen and wipers..	
Flagmen, switchtenders, gatekeepers, and watchmen	} Track and Roadway.
Section foremen	
Section laborers.....	
All other employes, including general officers	48
Total.....	698

Chicago, St. Paul & Minneapolis Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Cost of road and equipment		Capital stock	\$4,000,000 00
Land contracts of West Wisconsin Railway.	\$9,726,168 48	Preferred stock	1,000,000 00
Material and fuel on hand, cash on hand,	576,156 76	First mortgage Railway bonds	3,000,000 00
amounts due from various individuals		Land grant income bonds	2,043,500 00
and corporations, due from station agents,		Debt certificates, based on land contracts of	
United States Post Office Department,		West Wisconsin Railway	499,829 68
American Express Co., etc	313,232 85	Floating debt, covering pay rolls, unpaid	
Income account	344,843 96	vouchers for supplies, etc., not yet due,	
		taxes, coupons outstanding, bills payable,	
		not yet due, etc.	416,572 37
	\$10,959,902 05		\$10,959,902 05

Chicago, St. Paul & Minneapolis Railway Company.

CHARACTERISTICS OF ROAD.

ROADS OWNED.

NAME OF DIVISION OR BRANCH.	To.	From.	Miles, Wis.	Miles, Minn.	Total.
Main line	Lake St. Croix . . .	Elroy .	177.7	.....	177.7
Divisions or branches: . . .	None . . . . .	.....	.....	.....	.....
Length of single tr'k own'd . . . . .	.....	.....	177.7	.....	177.7
Total length of single and second track owned . . . . .	.....	.....	177.7	.....	177.7
Leased lines	Lake St. Croix . . .	St. Paul	.....	19.9	19.9
Branch	Stillwater Junction	Stillw'r	.....	3.8	3.8
Total leased lines . . . . .	.....	.....	.....	23.7	23.7
Total of lines owned . . . . .	.....	.....	177.7	.....	177.7
Total of lines owned, and leased lines . . . . .	.....	.....	177.7	23.7	201.4
Aggregate length of tracks operated by this company, computed as single track . . . . .	.....	.....	177.7	23.7	201.4

Number of junction stations ?

St. Paul, St. Paul and Pacific Junction, Stillwater Junction, Hudson,
North Wisconsin Junction, Eau Claire, Merrillan, Wisconsin Valley
Junction, Camp Douglas, and Elroy.

What is the gauge of your lines? 4 feet, 8½ inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

(Mileage and Tonnage.)

MILEAGE.

1. Number miles run by passenger trains	256,509
2. Number miles run by freight and mixed trains	404,910
3. Number miles run by wood, gravel and construction trains	111,826
4. Mileage of switching trains	111,754
5. Total mileage	884,499
6. Proportion for Wisconsin. (Give per centage and miles) (actual)	810,925

Chicago, St. Paul & Minneapolis Railway Company.

PASSENGERS CARRIED.

7. Total number of passengers carried. Whole road	159,017
8. Total number of passengers carried one mile (eastward) whole road	4,378,703
9. Total number of passengers carried one mile (westward) whole road	4,863,365
10. Total number of passengers carried one mile, whole road...	9,242,068
11. Rate per passenger per mile on whole line	03.03 cts.
12. Rate per passenger per mile in Wisconsin	No record.
13. Average distance traveled by each passenger	58.12 miles.

TONNAGE OF FREIGHTS CARRIED.

(Whole road.)

1. Grain	92,834
2. Flour and mill stuff	51,615
3. Provisions and other farm and animal products	5,800
4. Salt, cement, water-lime and stucco.	3,575
5. Manufactures, including agricultural implements, furniture and wagons (included in item 11) .....	.....
6. Live stock	2,480
7. Lumber and forest products	66,607
8. Iron, lead, and mineral products	17,181
9. Stone, brick, lime, sand, etc	3,247
10. Coal	6,602
11. Merchandise and other articles	97,357
12. All other freights not above enumerated	17,473
13. Total freight in tons	864,771
14. Proportion for Wisconsin	No record.
15. Number of tons of freight carried, one mile.	49,466,595
16. Number of tons of freight carried (eastward)	191,974
17. Number of tons of freight carried (westward)	172,797
18. Average rate per ton per mile on all freight carried	01.53 cts.
19. Average rate per ton per mile on local freight	No record.

AVERAGE PRICE PER TON PER MILE ON FREIGHTS FOR A SERIES OF YEARS.

Year.	Cents.	Year.	Cents.
1873	2.50	1877	1.93
1874	2.43	1878	1.71
1875	2.10	1879	1.53
1876	1.90		

Chicago, St. Paul & Minneapolis Railway Company.

MILEAGE EARNINGS FOR THE YEAR.

	Whole Line.	Wisconsin.
1. Earnings per mile of road on freight.....	\$3,757 84	\$3,757 84
2. Earnings per mile of road on passengers.	1,392 36	1,392 86
3. Earnings per mile of road on mails, express, and all other sources.....	164 12	164 12
4. Total earnings per mile.....	5,313 82	5,313 82
5. Net earnings per mile.....	\$2,058 86	\$2,046 46
6. Earnings per train mile run, on freight...	1 46	1 41
7. Earnings per train mile run, on passengers.....		
8. Earnings per train mile run, on mails, express, and all other sources.....	1 22	1 19
9. Net earnings per train mile.....	53.63	51.76
10. Of the earnings of the entire line, what is the ratio of passengers to freight? Answer: On whole line, as 4 to 10. In Wisconsin, 4 to 10.		
11. What is the rate of passenger per mile on whole line and in Wisconsin?.....	03.03	No record.
12. Number of passengers carried one mile on whole line and in Wisconsin.....	9,242,068	No record.
13. Number of miles of operated road upon which above estimates are based.....	201.4 miles.	177.7 miles.

MISCELLANEOUS OPERATING EXPENSES, STATISTICS.

1. Average operating expenses and taxes per mile of road whole road	\$3,254 96
2. Average operating expenses per train mile, whole road ...	84.78
3. Cost of maintaining track and bridges per mile whole road	16.29
4. Cost of repairs on engines per mile run whole road.....	02.87
5. Cost of engineers and firemen per mile run whole road...	06.37
6. Cost of oil and waste per mile run, whole road.....	00.37
7. Cost of fuel per mile run, whole road.....	07.77

EQUIPMENT.

Number of locomotives (average number)	26
Number of passenger cars.....	11
Number of baggage, mail, and express cars	7
Number of parlor and sleeping cars. None.	
Number of freight cars (basis of 8 wheels)	1051
Number of other cars (derrick car).....	1

Chicago, St. Paul & Minneapolis Railway Company.

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
About \$60 per mile per annum.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company. Take freight at depots and pay a per diem on limited tonnage.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
We haul cars of all Railroad Companies and Transportation Line in interchange of business, paying for use of same $\frac{3}{4}$ cent per mile per car for freight cars.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
Pullman Palace Sleeping cars are run on all passenger trains, for the use of which this road pays two cents per mile run, which covers the use of same and ordinary repairs. In case of accident this road pays the cost of repairs, about \$1 for double berth is charged in addition to regular first class passenger fare.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
None.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
We acquired from the Legislature of Minnesota at its session of 1878-9, right to construct, maintain and operate, certain roads, etc., in that state, see chapter 183 of special laws of Minnesota for the year 1879.
7. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report?
None.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.

Chicago, St. Paul & Minneapolis Railway Company.

9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

On December 1, 1878, an arrangement was made with the North Wisconsin Railway Co. by which this Co. operate the line. We pay one-third of the expenses of train service, the North Wisconsin Railway paying two-thirds of same, and all expenses of station service, maintenance of track, etc., etc.

11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?

See tariff attached.

12. Have you made any reduction in such rates, from any station, since the passage of said chapter?

If you answer either of the questions 11 and 12, in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

See tariff attached.

13. Has your company any rule governing your Conductors, Engineers, Trainmen and Switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

The use of intoxicating liquors involves instant dismissal.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?

Nothing granted by state.

2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report?

Nothing granted by, or received from United States.

3. What number of acres sold and conveyed since date of your last report?

8,670.39 acres.

4. Average price, per acre, realized?

\$4.46.

5. Number of acres now held by company?

464,890.07 acres, of which "options of purchase" out for about 20,000 acres.

6. Average price asked for land now held by company?

No price fixed or estimated.

7. Amount of land sold, but not conveyed, under contracts now in force?

18,852.11 acres.

8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed since date of last report?

In land grant income bonds..... \$37,755 00

In cash..... 974 00

\$38,729 00

9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

\$17,245 41.

10. What amount of cash received, principal and interest, on contracts forfeited, since date of last report? Nothing.

Chicago, St. Paul & Minneapolis Railway Company.

11. What amount of cash received for stump- etc., since date of last report	\$2,735 81	
12. What have been your total receipts from lands sold, and contracted to be sold, since date of last report?		
In land grant income bonds	37,755 00	
In cash	18,219 41	
		\$55,974 41
13. What is the aggregate sum of receipts on account of lands, from all sources what- ever, up to the present time?		
Since May 1, '78, in land grant income bonds	37,755 00	
Since May 1, '78, in cash.....	63,876 98	
		\$101,131 98
14. What is the amount now due the Company on lands sold, or contracted to be sold?		
Amount due on land contracts. Prin- cipal		\$99,612 08

DONATIONS AND AID.

1. Value of donations of right of way or other
real estate received since date of last re-
port? Nothing.

Chicago, St. Paul & Minneapolis Railway Company.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT. Give name of person, date and place of accident.		From causes beyond their control.*		By own misconduct or want of caution.*		By own misconduct or want of caution.†		
			Kill	Inj.	Kill	Inj.	Kill	Inj.	
1	Joseph Horner ..	Oct. 15, '78							Drunk on track.
2	Fred. Simon	Oct.		1				1	Trickman, eye inj. by piece of steel.
3	John McQuillan ..	Mar'h 6, '79				1			Fell from tender.
4	Ernest Elliott. . .	Apr. 1, '79							Hand hurt.
5	Wm. Carle	Apr. 22, '79				1			Fell from hand car.
6	Adam Ritter	Apr. 15, '79						1	Struck by train while on trestle.
7	Chas. Peuso	Apr. 10, '79				1			Fell from hand car.
8	Chas. Gunne	Apr. 24, '79							Run hand car on trestle.
9	E. J. Delane	May 16, '79				1		1	Drunk on track.
10	Wm. Cadwell	June 8, '79						1	Tried to steal a ride.
11	D. Barrett	May 7, '79							Fell from flat car.
12	W. R. Wilbert	July 9, '79		1					Leg broken.
13	Jno. McCormick ..	July 12, '79							Ankle hurt in getting on train.
14	Jno. Klein	July 22, '79				1			Mason. Fell from bridge.
15	Chas. Meyer	Aug. 19, '79					1		Struck by train.
16	Chas. Hoorey	Sept. 6, '79				1			Fell from flat car.
17	H. Durkee	Sept. 8, '79					1		Ankle slightly injured.
Totals, whole line.				2		4	6	1	
Totals for Wis. . . .				2		4	6	1	
								8	

NOTE. — No litigation in any of above cases against Railway Company. Railway Company, in cases of injury, when necessary, has paid for medical attendance, etc., and in cases of death, has assisted in the burial. * Employees. † Other than employees.

Chicago, St. Paul & Minneapolis Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails:
Total No. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYEES:
No. 12. Misplaced switch. Total No. 1.
3. Of the above accidents those numbered as follows were caused by COLLISIONS, not properly coming under 2:
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives. Nothing.

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

In Wisconsin, October 1, 1878, to September 30, 1879.

	Number killed.	Amount paid.
1. Cattle (including calves)	78	\$1,263 00
2. Horses (including colts)	13	400 00
3. Mules.....	None.	.....
4. Sheep... ..	None.	.....
5. Hogs	1	.....
6. Total	92	\$1,663 00

7. Amount claimed yet unsettled..... \$1,047 00

REMARKS.

No claims for stock killed in litigation.

STATE OF WISCONSIN — *County of St. Croix* — ss.

Edwin W. Winter, general superintendent, and C. D. W. Young, auditor, of the Chicago, St. Paul & Minneapolis Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

Signed,

{ SEAL. }

E. W. WINTER.
C. D. W. YOUNG.

Subscribed and sworn to before me, at Hudson, Wis., this twenty-eighth day of November, A. D. 1879.

{ SEAL. }

F. H. HARVEY,
Notary Public, St. Croix Co., Wis.

North Wisconsin Railway Company.

REPORT

OF THE

NORTH WISCONSIN RAILWAY COMPANY.

For the Year Ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	Philetus Sawyer	Oshkosh, Wis.
Vice President	John A. Humbird	Hudson, Wis.
Secretary	Wm. H. Phipps	Hudson, Wis.
Treasurer	John A. Humbird	Hudson, Wis.
Solicitor	John C. Spooner	Hudson, Wis.
Assistant Secretary	C. W. Hillard	Chicago, Ill.
Assistant Treasurer	Wm. H. Ferry	Lake Forest, Ill.
General Superintendent	E. W. Winter	Hudson, Wis.
Land Commissioner & Auditor,	W. H. Phipps	Hudson, Wis.

1. General offices at North Hudson, Wisconsin.

NAMES OF DIRECTORS.	Residence.	NAMES OF DIRECTORS.	Residence.
Jacob Humbird...	Cumberland, Md.	R. P. Flower	New York City.
John A. Humbird.	Hudson, Wis.	R. R. Cable ...	Rock Island, Ill.
David Dows	New York City.	W. H. Ferry	Lake Forest, Ill.
Philetus Sawyer..	Oshkosh, Wis.	H. H. Porter	Chicago, Ill.
Edgar P. Sawyer..	Oshkosh, Wis.		

EXECUTIVE COMMITTEE.

H. H. PORTER. PHILETUS SAWYER. JOHN A. HUMBIRD.

2. Date of Annual Election of Directors, first Saturday after the first Tuesday in June in each year.

3. Name and address of person to whom correspondence concerning this report should be directed, William H. Phipps, Hudson, Wis.

North Wisconsin Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

1. Total income.....	\$79,036 60
2. Operating expenses.....	40,500 14
3. Excess of income.....	38,539 46
4. Taxes.....	1,106 61
6. Interest accrued during the year:	
On funded debt.....	\$82,500 00
8. Balance for the year — September 30, 1879 (deficit).....	<u>\$43,960 54</u>

CAPITAL STOCK.

Capital stock authorized by charter..... \$300,000 00
 How many kinds of stock at date of last report? One kind.

Total capital stock at date of last report..... \$106,500 00

How much stock has been issued since date of last report? None.

Total amount of stock now outstanding..... \$106,500 00
 Amount of stock per mile (exclusive of sidings)..... \$1,775

FUNDED AND UNFUNDED DEBT.

1. Describe specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and When Payable.	Date of issue.	Rate of interest.	AMOUNT.
First Mortgage Bonds.....	New York, June & Dec.	1873 Jan. 6	7 per ct.	\$63,000 00
First Mortgage Land Grant Sinking Fund Bonds.....	New York, Jan. & July.	1874 May 29	10 per ct.	825,000 00
2. Total bonded indebtedness				<u>\$888,000 00</u>
4. Amount per mile of road. \$15,325.00 per mile 1st 40 miles; \$13,750.00 per mile 2d 20 miles.				
5. No. of miles of road on which computations are made (on whole line) 60 miles				14,800

9. Aggregate of capital stock; funded and unfunded debt.... 994,500 00
 11. Amount of stock and funded debt per mile 16,575 00

North Wisconsin Railway Company.

ANALYSIS OF EARNINGS.

1. From local passengers.....	\$13,017 53
2. through passengers (to and from other roads).....	2,464 06
3. express	587 51
4. mails	2,148 50
5. other sources, passenger department	31 63
6. Total earnings from passenger department.....	\$18,249 23
7. local freight	37,928 76
8. through freight (to and from other roads).....	22,861 61
9. other sources, freight department.....	.....
10. Total earnings from freight department.....	60,790 37
11. Total transportation earnings.....	79,039 60
15. Total income from all sources.....	\$79,039 60

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$3,858 31
2. Legal expenses.....	.....
3. Insurance.....	63 00
4. Stationery and printing includes No. 5	445 08
5. Outside agencies and advertising.....	.....
6. Contingencies and miscellaneous	1,843 93
7. Repairs of bridges (including culverts and cattle guards).....	506 90
8. Repairs of buildings	66 72
9. Repairs of fences, road-crossings, and signs.....	31 34
10. Renewal of rails.....	.....
No. tons laid.....	
11. Renewal of ties	4,537 26
No. laid, 20,042.	
12. Repairs of road-bed and track.....	8,752 41
13. Repairs of locomotives	531 48
14. Fuel for locomotives	2,958 79
15. Water supply....	287 56
16. Oil and waste ..	155 07
17. *Locomotive service.....	1,504 29
18. Repairs of passenger cars	[Inc. in No. 22].
19. *Passenger train service.....	[Inc. in No. 23].
20. Passenger train supplies	[Inc. in No. 24].
21. † Mileage passenger cars. None.	
22. Repairs of freight cars.....	1,611 92
23. *Freight train service	1,749 82
24. Freight train supplies	53 89
25. † Mileage freight cars	1,295 34
26. Telegraph expenses.....	40 65
27. Loss and damage, freight and baggage	11 97
28. Loss and damage, property and cattle	803 90
29. Personal injuries	294 41
30. Agents and station service	3,160 30
31. Station supplies.....	604 19
32. Total operating expenses, being 44 per cent. of earnings	\$34,668 53
33. Taxes.....	1,106 61
34. Total operating expenses and taxes, being 45½ per cent. of earnings	\$35,775 14

* Salaries and wages.

† Debit balances.

*North Wisconsin Railway Company.***MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPTEMBER 30, 1879.**

MONTHS.	Passengers.	Freight.	Mail, expr'ss and all other sources.	Total.
1878.				
October...	\$1,148 95	\$6,433 86	\$181 01	\$7,763 82
November	1,318 20	4,746 82	183 45	6,248 47
December	1,378 93	4,, 08 19	246 43	6,333 55
1879.				
January	878 74	4,708 22	197 35	5,784 31
February	838 97	7,580 32	199 86	8,619 15
March	1,259 34	6,537 07	197 08	7,993 49
April	1,279 83	4,389 36	202 78	5,871 97
May	1,181 02	4,820 55	202 44	6,204 01
June	1,361 64	4,584 17	192 13	6,137 94
July	1,870 22	4,236 80	411 61	6,518 63
August	1,293 89	3,359 47	271 11	4,924 47
September	1,671 86	4,685 54	282 39	6,639 79
Totals	\$15,481 59	\$60,790 37	\$2,767 64	\$79,039 60

MONTHLY EXPENSES.

MONTHS.	Operating expens's and taxes.	Interest.	Total.
1878.			
October	\$2,922 68	\$525 00	\$3,447 68
November	3,340 66	525 00	3,865 66
December	2,930 92	367 50	3,298 42
1879.			
January	2,474 88	367 50	2,842 38
February	2,702 22	367 50	3,069 72
March	2,868 48	367 50	3,235 98
April	2,750 50	367 50	3,118 00
May	3,916 61	367 50	4,284 11
June	3,714 34	367 50	4,081 84
July	2,683 18	367 50	3,050 68
August	2,406 11	367 50	2,773 61
September	3,064 56	367 50	3,432 06
Totals	\$35,775 14	\$4,725 00	\$40,500 14

*North Wisconsin Railway Company.***PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

1. Grading and masonry	\$83,319 37
2. Bridging	9,159 99
3. Superstructure, including rails	102,849 80
4. Land, land damages and fences	2,310 49
5. Passenger and freight stations, wood sheds and water stations	2,874 30
6. Engine houses, car sheds and turn-tables	957 99
7. Machine shops	
8. Engineering, agencies, salaries, and other expenses during construction	5,565 72
10. Total for construction	\$207,037 66
11. Locomotives	[Number 1] 7,005 21
12. Parlor and sleeping cars	
13. Passenger, mail, and baggage cars	
14. Freight and other cars	1,428 12
15. Total for equipment	\$8,493 32

COST OF ROAD.**CONSTRUCTION AND EQUIPMENT.**

1. *Cost of line at date of last report	\$1,092,429 69
2. Paid for construction during the year, as per construction account on page 10	207,037 66
3. Paid for equipment during the year, as per equipment account on page 10	8,493 33
4. Total expended for construction and equipment during the year ending September 30, 1879	215,470 99
5. Total cost of entire line to date, Sept. 30, 1879	\$1,307,900 68

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters			
Clerks in general offices	1	900 00	900 00
Agents and clerks at all stations	7	480 00	3,360 00
Master, and skilled mechanics			
Helpers in shops			
Conductors	1	1,000 00	1,000 00
Engineers	1	1,200 00	1,200 00
Firemen and wipers	2	540 00	1,080 00
Brakemen	3	540 00	1,620 00
Flagmen, switchtenders, gatekeepers, and watchmen			
Section foremen	6	510 00	3,060 00
Section laborers	32	390 00	12,480 00
All other employees			

*Error in last year's statement above is correct.

North Wisconsin Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

ASSETS.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Construction and Equipment		Common stock	\$106,500 00
Stock of material, fuel, etc., balances due from	\$1,307,900 68	Land grant bonds.	825,000 00
various individuals, cash on hand, and vari		First mortgage bonds.	68,000 00
ous operating assets	29,870 97	Unfunded and floating debt	245,022 73
	\$1,337,271 65	Income account	97,748 92
			\$1,337,271 65

North Wisconsin Railway Company.

CHARACTERISTICS OF ROAD.

ROADS OWNED.

NAME OF DIVISION OR BRANCH.	To.	From.	Total miles.
Main line	North Wis. Junction.	Granite Lake	60
Sidings			2
Total miles of track owned, including second track and sidings ..			62
What is the gauge of your lines? Four feet and eight inches.			

DOINGS OF THE YEAR IN TRANSPORTATION.

No record kept.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$1,013 17
2. Earnings per mile of road on passengers.....	258 08
3. Earnings per mile of road on mails, express, and all other sources.....	46 12
4. Total earnings per mile.....	\$1,317 32
5. Net earnings per mile	\$642 32
10. Of the earnings of the entire line, what is the ratio of passengers to the freight? Answer: On whole line, In Wisconsin, as 1 to 4.	
12. Give number of miles of operated road upon which above estimates are based	60

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

1. Average operating expenses per mile of road	\$596 25
2. Average operating expenses per train mile.....	.....
3. Cost of maintaining track and bridges per mile	229 94

EARNINGS AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings	\$79,089 60
Deduct operating expenses and taxes	35,775 14
Leaving net earnings	\$43,264 46
Amount of interest paid.....	\$4,725 00
Balance	\$38,539 46
Dividends paid, viz., none.	

North Wisconsin Railway Company.

EQUIPMENT.

	Owued.	Total.
Number of locomotives.....	1	1
Number of passenger cars	1	1
Number of baggage, mail, and express cars.....	1	1
Number of parlor or sleeping cars .....	.....	.....
Number of freight cars, basis of 8 wheels.....	40	40
Number of other cars	1	1

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$1,881.00 per annum between Hudson and Clayton, and pro amount beyond. One mail train each way per day.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company. They pay an average of 27 cents per 100 pounds on all express matter between Hudson and Cumberland.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road?
None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road?
No.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
No.
NOTE — Chapter 22, of the laws of Wisconsin exempts the lands of the company from taxation for the period and upon the terms therein provided.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report?
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.

North Wisconsin Railway Company.

9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
December 1, 1878, an arrangement was made with the Chicago, St. Paul & Minneapolis company, by which that company operated the line, we paying two-thirds of the expenses of train service, the Chicago, St. Paul & Minneapolis Railway company paying one-third of the same, we paying all expenses of station service, maintenance of track, etc.
11. Have you made any advance in the rates of freight, from stations on your lines, since the enactment of chapter 57, of the laws of 1876?
No.
12. Have you made any reduction in such rates, from any stations, since the passage of said chapter?
No.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquor? If so, what is it, *and is it enforced?*
Immediate dismissal. It is enforced.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
None.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
None.
3. What number of acres sold and conveyed since date of your last report?
26,278.92.
4. Average price per acre, realized?
About \$4.67.
5. Number of acres now held by company?
259,013.01.
6. Average price asked for lands now held by company?
\$2.50 per acre for agricultural lands. No estimate on timber lands.
7. Amount of land sold, but not conveyed, under contracts now in force?
14,016.46.
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
\$123,538.90.
9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
\$28,743.68.
10. Whole amount of cash received, principal and interest, on contracts for feited, since date of last report?
\$30 00.
11. Whole amount of cash received for stumpage, trespasses, &c., since date of last report?
\$25,951.78.

North Wisconsin Railway Company.

12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
\$152,242.58.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$323,866.35.
14. What is the amount now due the Company on lands sold, or contracted to be sold?
\$102,761.01.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since date of last report?
Nothing.
2. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report, giving particularly the town, village or city, together with the amount?
None.

ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT. Give name of person, date, and place of accident.	By their own misconduct or want of caution.		Damages claimed.	Damages paid.
		Kill	Inj.		
1	Alfred Root, 12th December, 1878, Marsh Lake.....	1	None.	Funeral expenses paid by Company.
2	Thomas Campbell, 13th January, 1879, near Clayton		1		
3	Chas. D. Foster, 10th May, 1879, North Wis. Junction		1		
4	Peter White, 16th July, 1879, New Richmond		1		
	Totals on whole line.....		....	
	Totals for Wisconsin	1	3		

2. Of the above accidents, those numbered as follows were caused by inattention of employees:
Total No., 4.

*North Wisconsin Railway Company.*NUMBER AND KIND OF FARM-ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle.....	6	\$128 90
2. Horses.....	1	75 00
3. Mules.....	1	100 00
4. Sheep.....		
5. Hogs.....		
6. Total	8	\$108 90

STATE OF WISCONSIN — *County of St. Croix* — ss.

John A. Humbird, Vice President, and William H. Phipps, Auditor, of the North Wisconsin Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

Signed,

J. A. HUMBIRD,
Vice President.
WM. H. PHIPPS,
Auditor.

Subscribed and sworn to, before me, at Hudson. Wis., this 28th day of November, A. D. 1879.

F. H. HARVEY,
Notary Public, St. Croix Co., Wis.

SEAL.

Hudson & River Falls Railway Company.

REPORT

OF THE

HUDSON & RIVER FALLS RAILWAY COMPANY,

(OPERATED BY THE ST. PAUL, STILLWATER & TAYLORS FALLS R. R. CO.)

For the year ending September 30, 1879.

OFFICERS OF THE COMPANY.

OFFICERS.	NAMES.	ADDRESS.
President	Horace Thompson	St. Paul, Minn.
Vice President	A. D. Andrews	River Falls, Wis.
Secretary	Cyrus L. Hall	Hudson, Wis.
Treasurer	Horace Thompson	St. Paul, Minn.

1. General offices at Hudson, Wis.

Names of Directors.	Residence.	Names of Directors.	Residence.
A. D. Andrews	River Falls, Wis.	D. M. Sabin	Stillwater, Minn.
John Comstock	Hudson, Wis.	E. R. Stephens ...	River Falls, Wis.
E. B. Gibbs	St. Paul, Minn.	H. Thompson	St. Paul, Minn.
C. Gotzian	St. Paul, Minn.	A. P. Weld	River Falls, Wis.
R. F. Hersey	Stillwater, Minn.	A. H. Wilder	St. Paul, Minn.
C. L. Hall	Hudson, Wis.	T. E. Williams	Hudson, Wis.
H. H. Porter	Chicago, Ills.		

EXECUTIVE COMMITTEE.

HORACE THOMPSON. E. B. GIBBS. THOMPSON E. WILLIAMS.

2. Date of annual election of Directors. Last Thursday in January.
 3. Name and address of person to whom correspondence concerning this report should be directed.
 C. L. Hall, secretary, Hudson, Wis.

Hudson & River Falls Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

1. Total income for 11 months ending Sept. 30:h.....	\$19,888 43
2. Operating expenses.....	8,814 57
3. Excess of income.....	11,073 88
4. Taxes. None paid.	
5. Rentals, (specifying amount to each company). None.	
6. Interest accrued during the year.....	12,770 29
On funded debt for 11 months	\$9,166 63
On other debt.....	3,603 66
7. Dividends declared. None.	
8. *Balance for the year — Sept. 30, 1879. Deficit.....	1,696 41

CAPITAL STOCK.

Capital stock authorized by charter.....	\$125,000 00
Total amount of stock now outstanding.....	\$125,000 00
Amount of stock per mile of road (exclusive of sidings).....	\$9,720 00

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First mortg'ge bonds	New York City, July 1, 1908.....	July 1, '78 }	8 per ct.	\$125,000 00
Certificate of indebtedness	1st Nat'l Bank, St. Paul.....		8 per ct.	12,600 00
Bills payable.....				8,000 00
2. Total bonded indebtedness				\$125,000 00
4. Amount per mile of road.....				\$10,000 00
5. No. of miles of road on which computations are made on whole line.....			12½	
7. Net cash realized from sale of bonds.....				8,000 00
8. Amount of unfunded and floating debt				267,100 00
9. Aggregate of capital stock; funded and unfunded debt.....				21,868 00
11. Amount of funded and unfunded debt per mile				

ANALYSIS OF EARNINGS.

The road is operated by the St. Paul, Stillwater & Taylor's Falls Co., and its earnings are in the nature of rent; therefore, we cannot make an analysis.

Hudson & River Falls Railway Company.

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	.....
2. Legal expenses.....	.....
3. Insurance	\$60 00
12. Repairs of road-bed and track.....	1,903 94
13. Repairs of locomotives.....	.....
14. Fuel for locomotives..:	559 87

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING
THE YEAR.

10. Total for construction	\$267,100 00
17. Total expenditures charged to property accounts	267,100 00

COST OF ROAD.

5. Total cost of entire line to date, September 20, 1879.....	\$267,100 00
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Hudson & River Falls Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Cost of road		Capital stock	\$121,500 00
		First mortgage bonds	125,000 00
		Certificate of indebtedness	12,600 00
		Bills payable	8,000 00
			\$267,100 00
	\$267,100 00		
	\$267,100 00		

Hudson & River Falls Railway Company.

CHARACTERISTICS OF ROAD.

Main line: To River Falls from Hudson	12½ miles
Length of single track owned	12½ miles.
Sidings	1½ miles.
Total miles of track owned.....	14 miles.

STATE OF WISCONSIN — *County of St. Croix* — ss.

Cyrus L. Hall, being duly sworn, says that he is the Secretary of the Hudson and River Falls Railway Company, that he has personally prepared the statements on page one (1) of the foregoing report, that he has caused the statements on the subsequent pages of the same to be prepared by the proper officers and agents of the company operating said Railway, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of his knowledge and belief.

Signed,

CYRUS L. HALL,

{ SEAL }

Subscribed and sworn to, before me, this second day of December, A. D. 1879.

{ SEAL }

JOHN W. BASHFORD,
Notary Public, St. Croix Co., Wis.

Milwaukee, Lake Shore & Western Railway Company.

REPORT
OF THE
MILWAUKEE, LAKE SHORE & WESTERN RAILWAY COMPANY.

For the fiscal year ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	F. W. Rhinelander.....	New York.
Vice-President	Wm. H. Guion.....	New York.
Secretary	A. L. Cary	Milwaukee.
Assistant Secretary.....	Samuel S. Sands.....	New York.
Treasurer	Archibald Rogers.....	Milwaukee.
Assistant Treasurer.....	Gordon Norrie	New York.
Solicitors.....	Cottrill & Cary	Milwaukee.
General Superintendent and Chief Engineer.....	H. G. H. Reed.....	Milwaukee.
Assistant Superintendent	J. Donahue	Manitowoc.
General Freight and Passenger Agent	H. F. Whitcomb.....	Milwaukee.
Auditor.....	C. F. Rand.....	Milwaukee.

1. General offices at

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
F. A. Rhinelander.....	New York.	W. K. Hinman.....	New York.
Adam Norrie	New York.	Gordon Norrie	New York.
Samuel S. Sands.....	New York.	Isaac Knox.....	St. Louis.
Chas. Dana.....	New York.	D. Parish.....	Philadelphia.
H. P. Hammond.....	New York.	Joseph Vilas	Manitowoc.
Wm. H. Guion.....	New York.	James H. Mead.....	Sheboygan.
Morris K. Jesup.....	New York.		

2. Date of annual election of directors, second Wednesday in June.

3. Name and address of person to whom correspondence concerning this report should be directed. C. F. Rand, Auditor.

Milwaukee, Lake Shore & Western Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

1. Total income.....	\$287,505 22
2. Operating expenses.....	190,584 21
3. Excess of income.....	\$96,921 01
4. Taxes (included in operating expenses).....	\$1,310 86
6. Interest accrued during the year:	
On funded debt.....	\$59,547 80
On other debt.....	6,189 63
	65,737 43
7. Dividends declared.....	
8. Balance for the year — September 30, 1879.....	\$31,183 58

CAPITAL STOCK.

Capital stock authorized by charter.....	\$6,000,000 00
How many kinds of stock at date of last report?	
Two.	
Amount of common stock at date of last report ..	1,000,000 00
Amount of preferred stock at date of last report ..	5,000,000 00
Total capital stock at date of last report.....	\$6,000,000 00

Rate of preference:

Preferred stock to have a dividend of seven per cent per annum from the net earnings after payment of interest on the first mortgage bonds and before dividends are made on the common stock, with right to reserve a reasonable working capital before declaring or paying a dividend on the preferred stock.

How much stock has been issued since date of last report?

None.

Total amount of stock now outstanding.....	\$6,000,000 90
Amount of stock per mile of completed road (exclusive of sidings) 162 $\frac{1}{10}$ miles.....	36,945 81

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and When Payable.	Date of issue.	Rate of interest.	Amount.
First Mortgage bonds.....	New York, December 1st, 1905.....	Dec. 20 1875	Seven per cent.	\$750,000 00
Northern Div. First Mortgage bonds..	New York, March 1st, 1909	March 1 1879	Seven per cent.	800,000 00
	Amount authorized....			360,000 00
	Amount outstanding at date of this report....			
2. Total bonded indebtedness.....				\$1,110,000 00

Milwaukee, Lake Shore & Western Railway Company.

4. amount per mile of road.....	
5. No. of miles of road on which computations are made (on wholeline).....	
7. Net cash realized from sale of bonds:	
476 first mortgage bonds net cash to us	\$359,744 36
274 first mortgage bonds paid for right of way and equipment, etc	274,000 00
360 North Division bonds net cash to us	309,550 00
8. Amount of unfunded and floating debt, including liabilities incurred in constructing extension of North Division and Oshkosh branch, new equipment and September operating expenses.....	105,231 97
9. Aggregate of capital stock; funded and unfunded debt...	7,215,231 97
11. Amount of funded and unfunded debt.....	

ANALYSIS OF EARNINGS.

1. From local passengers.....	\$76,606 17
2. From through passengers (to and from other roads).....	8,261 70
3. From extra baggage	795 55
express	1,810 09
4. From mails.....	10,089 04
5. From other sources, passenger department, sleeping cars...	691 00
6. Total earnings from passenger department.....	98,153 55
10. Total earnings from freight department.....	188,829 01
11. Total transportation earnings.....	
13. Income from all other sources (specifying same).....	
Miscellaneous earnings account	\$218 09
Car service earnings	804 57
	522 65
14. Total income from all sources.....	287,505 22

ANALYSIS OF EXPENSES.

1. Salaries and expenses of general officers and clerks	\$24,400 36
2. Legal expenses.	3,846 96
3. Insurance rents.....	1,512 06
4. Stationery, printing and advertising.....	3,693 73
5. Outside agencies and advertising.....	
6. Contingencies and miscellaneons.....	860 99
7. Repairs of bridges (including culverts and cattle guards).....	1,774 58
8. Repairs of buildings	636 28
9. Repair of fences, road-crossings, and signs.....	235 65
10. Renewal of rails.....	4,461 87
[No. tons laid, 171 2135-2245.]	
11. Renewal of ties	39,160 59
12. Repair of road-bed and track	
13. Repairs of locomotives.....	5,963 86
14. Fuel consumed.....	19,960 97
15. Water supply included in station service.....	
16. Oil and waste... ..	2,280 74

Milwaukee, Lake Shore & Western Railway Company.

ANALYSIS AND EXPENSES— *Concluded.*

17. * Locomotive service	19,346 61
18. Repairs of cars	7,071 85
19. Train service	16,519 93
20. Train and station supplies	1 853 92
22. Repairs of tools and machinery	953 54
23. * Freight train service.	
24. Freight train supplies.	
25. † Mileage freight cars	1,000 55
26. Telegraph expenses.	
27. Loss and damage, freight and baggage	904 28
28. Loss and damage, property and cattle	
29. Personal injuries	38 50
30. * Agents and station service	82,485 67
31. Interest and discount	811 55
32. Total operating expenses, being . . per cent of earnings.	
33. Taxes	\$1,310 87
34. Total operating expenses and taxes, being 66 3-10 per cent of earnings	\$190,584 21

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING SEPTEMBER 30, 1879.

MONTHS.	Passengers.	Freight.	Mail, express and all other sources. Pas- senger dep't.	Total.
1878.				
October	\$7,884 49	\$20,880 70	\$906 35	\$28,671 54
November	7,296 57	16,736 21	943 00	24,974 78
December	6,908 38	13,757 08	948 20	21,613 66
1879.				
January	5,951 60	14,278 83	939 15	21,169 58
February	5,381 16	13,544 08	940 09	19,865 33
March	6,652 63	16,680 38	938 15	23,271 16
April	7,059 00	15,169 17	938 15	23,166 32
May	6,610 14	16,193 29	938 15	23,741 58
June	7,861 27	15,752 82	1,326 36	24,940 45
July	7,763 94	12,061 85	1,482 55	21,308 34
August	8,341 66	13,457 89	981 92	22,781 47
September	8,043 58	20,816 71	1,140 72	30,001 01
Totals	\$86,254 42	\$188,829 01	\$12,421 79	\$287,505 22

* Salaries and wages.

† Debit balances.

Milwaukee, Lake Shore & Western Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses and taxes.	Interest and dividends.	Totals.
1878.			
October	\$16,053 63	.....	.....
November.....	15,324 95	.....	.....
December	16,060 94	.....	.....
1879.			
January.....	14,686 62	.....	.....
February.....	13,667 60	.....	.....
March	16,187 85	.....	.....
April	14,240 47	.....	.....
May.....	15,088 62	.....	.....
June.....	16,142 39	.....	.....
July.....	15,756 67	.....	.....
August.....	18,983 95	.....	.....
September.....	18,396 02	.....	.....
Totals	\$190,584 21	\$65,737 43	\$256,321 64

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

From the proceeds of sale of 1st mortgage bonds, we have invested in extending the Northern Division from Clintonville to a point in town 28, R. 10....			\$135,552 18
Also in the construction of a branch road from Hortonville to Oshkosh			68,791 85
(Both of above extensions being at this date in procees of construction.)			
Right of way, old line	8,194 77		
New fences, old line.....	7,058 69		
New buildings and water tanks, old line.....	1,674 83		
New tools and machinery	3,397 01		
New bridges and culverts	156 58		
Real estate.....	530 00		
Other extraordinary expenses.....	895 69		
Total for construction.....		\$226,251 60	
2 sleeping cars.....	10,562 80		
2 locomotives	13,972 72		
40 flat cars.....	16,322 94		
Total equipment		40,858 46	
Total expenses charged to property account.....		\$267,110 06	

Milwaukee, Lake Shore & Western Railway Company.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line at date of last report, Sept. 30, 1878	\$8,824,810 86
2. Paid for construction during the year, as per construction account on preceding page	226,251 60
3. Paid for equipment during the year, as per equipment account on preceding page	40,858 46
4. Total expended for construction and equipment during the year ending Sept. 30, 1879.	267,110 06
5. Total cost of entire line to date, Sept. 30, 1879.	<u>\$7,091,420 92</u>

PERSONS EMPLOYED AND SALARIES PAID.

(On basis of September pay rolls.)

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Assistant superintendents	1	.....	\$1,800 00
Roadmasters	1	.....	960 00
Clerks in general offices	9	\$651 65	6,520 00
Agents, and clerks at all stations	45	442 20	19,899 20
Master and skilled mechanics	13	693 12	9,010 56
Helpers in shops	26	351 00	9,126 00
Conductors	12	825 50	9,906 00
Engineers	15	832 08	12,481 20
Firemen and wipers	28	365 40	10,231 20
Brakemen	24	380 00	9,120 00
Flagmen, switchtenders, gatekeepers, and watchmen	5	376 68	1,883 40
Section foremen	23	480 00	11,040 00
Section laborers	90	300 00	27,000 00
All other employes, except those employed in construction of new road ..	55	330 00	18,150 00

Milwaukee, Lake Shore & Western Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.		LIABILITIES.	
	Dollars. Cts.		Dollars. Cts.
Cost of road and equipment.....	7,091,420 92	Capital stock preferred.....	5,000,000 00
Capital stock preferred, in trust.....	55,749 84	Capital stock, common.....	1,000,000 00
Material and fuel on hand.....	11,998 07	Funded debt.....	1,110,000 00
1 City of Appleton bond.....	1,000 00	Floating indebtedness.....	107,731 97
Due from agents, conductors, U. S. Government, R. R. Companies, and various persons..	13,646 99		
Cash.....	11,237 64		
Income.....	32,688 51		
	\$7,217,731 97		\$7,217,731 97

Milwaukee, Lake Shore & Western Railway Company.

CHARACTERISTICS OF ROAD.

ROADS OWNED.

Name of Division or Branch.	From.	To.	
*Main line	Milwaukee ...	Clintonville..	156.4
Division or branches.....	Manitowoc ...	Two Rivers ..	6
Length of single track owned.....			162.4
Sidings			9.8
Total miles of track owned, including second track and sidings			171.7
Number of junction stations.....			6
What is the gauge of your line?.....			4 8½

DOINGS OF THE YEAR IN TRANSPORTATION.

(Mileage and Tonnage.)

MILEAGE.

1. Number miles run by passenger trains	102,799
2. Number miles run by freight and mixed trains.....	158,994
3. Number miles run by wood, gravel and construction trains	48,846
4. Mileage of switching trains.....	51,977
5. Total mileage	362,607

PASSENGERS CARRIED.

7. Total number of passengers carried.....	76,983
10. Total number of passengers carried one mile.....	2,505,528
11. Rate per passenger per mile on whole line	03.4
13. Average distance traveled by each passenger	32.5

*3.6 miles of this from Milwaukee to Lake Shore Junction is owned by the Chicago & Northwestern Railway company; we use it jointly.

Milwaukee, Lake Shore & Western Railway Company.

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	26,826	1,139
2. Flour	5,387	1,480
3. Provisions	7,832	0,070
4. Salt, cement, water line and stucco.....	2,122	457
5. Manufactures, including agricultural implements, furniture and wagons.....	20,402	1,318
6. Live stock	2,792	1,360
7. Lumber and forest products.....	36,106	2,010
8. Iron, lead and mineral products.....	23,200	1,455
9. Stone, brick, lime, sand, etc.....	6,657	0,730
10. Coal	4,698	220
11. Merchandise and other articles.....	22,923	1,806
12. All other freights not above enumerated.....		
13. Total freight in tons	158,950	140

15. Number of tons of freight carried one mile.....	9,276,023
16. Number of tons of freight carried.....	158,950
18. Av. rate per ton per mile on all freights carried.....	02.036

AVERAGE PRICE PER TON PER MILE ON FREIGHTS FOR A
SERIES OF YEARS.

Year.	Cents.	Year.	Cents.
1876	02.383	1878	01.952
1877	02.049	1879	02.036

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight, 162.4 miles	1,162 74
2. Earnings per mile of road on passengers.....	531 12
3. Earnings per mile of road on mails, express and all other express sources	76 49
4. Total earnings per mile.....	\$1,770 35
5. Net earnings per mile of road	597 42
6. Earnings per train mile run, on freight.....	1 19
7. Earnings per train mile run, on passengers.....	
8. Earnings per train mile run, on mails, express and all other sources	
9. Net earnings per train mile, 261,784 miles	37 1/4
10. Of the earning of the entire line, what is the ratio of passen- gers to the freight? Answer: As 1 to 2.19.	
11. What is the rate of passenger per mile....	
12. Give number of passengers carried one mile	2,505,528
13. Give number of miles of operated road upon which above estimates are based.....	162.4

Milwaukee, Lake Shore & Western Railway Company.

MISCELLANEOUS OPERATING EXPENSES. STATISTICS.

1. Average operating expenses per mile of road.....	\$1,173 54
2. Average operating expenses per train mile.....	52.5
3. Cost of maintaining track and bridges per mile	279 54
4. Cost of repairs of engines per mile run.....	01.64
5. Cost of engineers and firemen per mile run.....	04.5
6. Cost of oil and waste per mile run.....	00.34
7. Cost of fuel per mile run.....	05.6

*** EARNINGS, AND EXPENSE STATEMENT.**
CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings.....	\$287,505 22
Deduct operating expenses and taxes	190,584 21
Leaving net earnings.....	\$96,921 01
Amount of interest paid	65,737 43
Balance	\$31,183 58

Dividends paid. None.

EQUIPMENT.

Number of locomotives.....	15
Number of passenger cars.....	8
Number of baggage, mail, and express cars	2
Number of parlor or sleeping cars.....	2
Number of freight cars (basis of 8 wheels).....	283
Number of other cars.....	3
Mann Bro's.....	15

GENERAL QUESTIONS.
U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Present rate of compensation \$9,983.09 per annum.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company, \$150 per month and 1½ times first class freight rates on excess of 1000 pounds per day.
We take their freights at depot.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road?
No special company.

Milwaukee, Lake Shore & Western Railway Company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
Sleeping cars owned by this Company.
Double upper births 50 cents.
Double lower births 75 cents.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
None except that we are, pursuant to law, extending our Northern Division from Clintonville to a point in town 28, range 10, and building a branch railroad from Hortonville to Oshkosh.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
None.
7. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report?
None except what we have built.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, made since the date of your last report?
None.
11. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
The following rule is enforced: 15. The use of intoxicating drink on or about the premises of the company, is strictly forbidden. Any employe appearing on duty in a state of intoxication will be forthwith dismissed, and those who do not use intoxicating drinks will receive the preference in promotion and employment.

LANDS RECEIVED AND SOLD, &c.

2. Have any United States lands been granted to your company, directly or indirectly, since date of last report?
No lands.
10. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
11. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
13. What is the aggregate sum of receipts on account of lands from all sources whatever, up to the present time?
14. What is the amount now due the company on lands sold, or contracted to be sold?

Milwaukee, Lake Shore & Western Railway Company.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?

County of Shawano donated right of way across certain lands held by the county for taxes in towns 26-12, 27-11, and 28-11, about 3½ miles.

2. Amount of city, county and town aid granted to company in exchange for stock or otherwise? Specify particulars since date of last report, giving particularly the town, village or city, together with the amount?

ACCIDENTS.

STATEMENT OF EACH ACCIDENT. Give name of person, date, and place of accident.	PASSENGERS.			
	From causes beyond their control.		By their own misconduct or want of caution.	
	Kill	Inj.	Kill	Inj.
J. Johnson, March 22, 1879, Manitowoc.....				1
Two fore fingers and thumb of right hand taken off.				
J. Nelson, September 22, 1879, Manitowoc.....				1
First finger of left hand taken off.				
James Patterson, July, 1878, Two Rivers				1
Injured by being caught between cars and platform.				
John Cone, December, 1878, Manitowoc.....				1
Hand injured while coupling cars.				
Totals on whole line.....				4

- Of the above accidents, those numbered as follows were caused by broken rails:
None.
- Of the above accidents those numbered as follows were caused by inattention of employees:
All.
- Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:
None.
- Of the above accidents those numbered as follows were caused by explosions:
None.
- Amount paid as damages caused by fire from locomotives:
\$7.00.

Milwaukee, Lake Shore & Western Railway Company.

**NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT
OF DAMAGES PAID THEREFOR.**

	Number killed.	Amount Paid.
1. Cattle.....	37	\$496 00
2. Horses.	5	335 00
3. Mules.....		
4. Sheep.....	9	15 40
5. Hogs.....	7	31 00
6. Total.....		\$877 40

[The copy furnished for use in printing office does not contain the affidavits of the officers of the company, but the auditor of the road informs me that the official copy to be filed in the office of which the above is a transcript, will contain the officers' affidavits. — Commissioner.]

Chicago & Tomah Railroad Company.

REPORT
OF THE
CHICAGO & TOMAH RAILROAD COMPANY,
For the Year Ending September 30, 1879.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	Names.	Address.
President.	D. R. W. Williams	Woodman, Wis.
Vice President.....	S. J. Foster	Wauzeka, Wis.
Secretary.....	W. F. Tuttle	Woodman, Wis.
Treasurer	A. Nathan	Lancaster, Wis.
Superintendent.....	P. Flynn.....	Woodman, Wis.
Chief Engineer.....	W. L. Richards.....	Woodman, Wis.

1. General offices at Woodman, Grant county, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
D. R. W. Williams...	Woodman, Wis.	Ralph Barker.....	Belle Centre, Wis.
E. H. Williams	Postville, Iowa.	E. Enockson.....	Avalanche, Wis.
Wm. Larrabee.....	Claremont, Ia.	Adolph Nathan....	Lancaster, Wis.
S. J. Foster.....	Wauzeka, Wis.	James A. Jones....	Lancaster, Wis.
Albert Bliss	Reedstown, Wis.	C. Shuttlesworth...	Fennimore, Wis.
Ralph Smith.....	Wauzeka, Wis.	J. A. Thomas.....	Montfort, Wis.

2. Date of annual election of directors. Annually on the first Thursday in October.
3. Name and address of person to whom correspondence concerning this report should be directed. D. R. W. Williams, Woodman; Wis.

GENERAL EXHIBIT FOR THE YEAR ENDING SEPT. 30, 1879.

[This is a new road, now in process of construction, and no complete report of its affairs have been ascertainable. The next report will be required to be as full and complete as the reports of other companies.—*Commissioner.*]

Chicago & Tomah Railroad Company.

CAPITAL STOCK.

Capital stock authorized by charter, \$10,000 per mile of constructed road.....	
Amount of common stock at date of last report.....	\$13,400 00
Total amount of stock now outstanding	\$13,400 00
Amount of stock per mile of road (exclusive of sidings).....	425 00

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue.	Rate of interest.	AMOUNT.
		1878.		
First mortgage bonds...		May ...	8 p. c.	\$4,000 00
Division from connection with Chicago Milwaukee & St Paul Railroad via Wingville to the south line of the State of Wisconsin, with branch to Lancaster.	Wauzeka Wis., 10 years from the date thereof.	June ...	8 p. c.	8,000 00
		Aug ...	8 p. c.	6,000 00
		Sept ...	8 p. c.	36,000 00
		Oct ...	8 p. c.	11,000 00
		Nov ...	8 p. c.	8,000 00
		*Feb ...	8 p. c.	7,000 00
		*Aug ...	8 p. c.	8,000 00
2. Total bonded indebtedness.....				\$88,000 00
4. Amount per mile of road.....				2,885 00
5. No. of miles of road on which computations are made 30-½ (Also upon 22 miles under construction.)				
7. Net cash realized from sale of bonds.....				88,000 00
8. Amount of unfunded and floating debt. See marginal note preceding page.....				109,942 39
9. Aggregate of capital stock; funded and unfunded debt. See marginal note preceding page.....				211,842 39
11. Amount of funded and unfunded debt per mile.....				

* Issued in 1879.

Chicago & Tomah Railroad Company.

ANALYSIS OF EARNINGS.

Earnings during constructions up to February 1st, 1879.....	\$3,535 70
1. From local passengers since February 1st, 1879.....	2,550 90
2. through passengers (to and from other roads).....	158 09
3. express and extra baggage.....	346 80
4. mails.....	874 64
5. other sources, passenger department.....	
6. Total earnings from passenger department.....	3,930 43
7. local freight since February 1st, 1879.....	2,351 79
8. through freight (through and from other roads).....	7,135 29
10. Total earnings from freight department.....	9,487 08
11. Total transportation earnings.....	<u>\$16,953 21</u>

ANALYSIS OF EXPENSES.

1. Salaries of officers and clerks since February 1st, 1879 ...	\$720 00
4. Stationery and printing.....	150 00
12. Repairs of road-bed and track	2,691 00
14. Fuel for locomotives.	937 42
16. Oil and waste.....	87 54
17. *Locomotive service.....	832 00
19. *Passenger train service, mixed trains.....	552 00
28. Loss and damage, property and cattle.....	314 50
30. *Agents and station service	880 00
30½. Cost of transferring freights.....	624 00
31. Station supplies.....	
32. Total operating expenses, being 57 per cent. of earnings	<u>\$7,713 50</u>

TOTAL EARNINGS DURING CONSTRUCTION.

MONTHS. 1879.	Passengers.	Freight.	Mails, Ex. press. All sources.	Total.
1879.				
January.....				\$3,535 70
February.....	\$363 00	870 99	131 34	1,365 33
March	294 88	1,022 80	148 12	1,465 80
April	300 10	917 41	185 45	1,402 96
May	235 50	1,020 43	168 68	1,474 61
June.....	204 95	1,322 96	147 61	1,675 52
July ...	417 08	931 25	145 87	1,544 20
August.....	331 98	1,190 60	142 39	1,714 97
September.....	461 50	2,160 64	151 98	2,774 12
Total	2,708 99	9,487 08	1 231 44	16,953 21

*Salaries and wages.

†Debit balances.

Chicago & Tomah Railroad Company.

MONTHLY EXPENSES.

No report.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

Total cost of entire line to date. \$211,842 39

PERSONS EMPLOYED AND SALARIES PAID.

	No. per- sons em- ployed.	Average salary per annum.
1. Division, assistant superintendents and roadmasters:		
Clerks in general offices	1	.....
Agents, and clerks at all stations	5	.....
Master, and skilled mechanics.....		.....
Helpers in shops.....		.....
Conductors	2	\$600 00
Engineers	2	780 00
Firemen and wipers.....	2	468 00
Brakemen .....		.....
Flagmen, switchtenders, gatekeepers and watch- men	1	450 00
Section foremen.	3	468 00
Section laborers.....	9	390 00
All other employees.....		.....

Chicago & Tomah Railroad Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING SEPTEMBER 30, 1879.

Assets.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Cost of road	211,342 39	Capital stock.....	13,400 00
		Bonds outstanding....	88,000 00
		Unfunded debt	109,942 39
B	\$211,342 39		\$211,342 39

Chicago & Tomah Railroad Company.

CHARACTERISTICS OF ROAD.

ROADS OWNED.

Name of Division or Branch.	From	To	Wis.	Miles.
Main line	Woodman	Dankleff Junction .	18½	18½
Division or branches	Dankleff Junction .	Lancaster	12	12
Length of single track owned			30½	30½
Total miles of single and second track owned			30½	30½
Sidings			1½	1½
Total miles of track owned, including second track and sidings				32
Aggregate length of tracks operated by this company, computed as single track				30½
Aggregate length of sidings and other track not above enumerated				1½
Total				32
Number of junction stations			1	
What is the gauge of your lines?			3 feet.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage and Tonnage.

MILEAGE.

1. Number miles run by passenger trains	
2. Number miles run by mixed trains	12,896

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight, since February 1, 1879.	\$811 05
2. Earnings per mile of road on passengers	88 82
3. Earning per mile of road on mails, express and all other sources	40 05
4. Total earnings, per mile	\$489 92
5. Net earnings per mile	\$187 01
6. Earnings per train mile run, on freight	73.56
7. Earnings per train mile run, on passengers	21

Chicago & Tomah Railroad Company.

8. Earnings per train mile run, on mails, express and all other sources.....	9.47
9. Net earnings per train mile.....	44.23
10. Of the earnings of the entire line, what is the ratio of passenger to the freight? Answer: 1 to 3½.	
11. What is the rate of passenger per mile.....	
12. Number of passengers carried one mile.....	
13. Number of miles of operated road upon which above estimates are based.....	30½

MISCELLANEOUS OPERATING EXPENSES—STATISTICS.

1. Average operating expenses per mile of road, since February 1, 1879.....	\$253 89
2. Average operating expenses per train mile.....	59.41
3. Cost of maintaining track and bridges per mile.....	88 23
4. Cost of repairs of engines per mile run.....	
5. Cost of engineers and firemen per mile run.....	06.45
6. Cost of oil and waste per mile run.....	00.7
7. Cost of fuel per mile run.....	07.65

EARNINGS, AND EXPENSE STATEMENT.

Gross earnings.....	\$16,953 21
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EQUIPMENT.

	Leas'd	Own'd	Total
Number of locomotives.....		2	2
Number of passenger cars.....		2	2
Number of baggage, mail, and express cars.....			
Number of parlor or sleeping cars.....			
Number of freight cars (basis of 8 wheels).....	50	23	73
Number of other cars.....			

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
From Woodman to Lancaster. \$42.75 per mile per annum.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.?
United States Express Company, at 20 cents per 100 pounds.

*Chicago & Tomah Railroad Company.*NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT
OF DAMAGES PAID THEREFOR.

	<i>No. killed.</i>	<i>Amount paid.</i>
Hogs.....	7	\$14 50

REMARKS.

In addition to the foregoing report, we have under construction and nearly graded, fifty-four miles of road from a connection with the Chicago, Milwaukee & St. Paul Railway, at Wauzeka, northward to Bloomingdale, in Vernon county. We have delivered to towns and individuals along this line \$30,000 of first mortgage 8 per cent. ten year bonds, issued on the division from Wauzeka northward. We have outstanding obligations for the delivery of about \$25,000 more.

The whole amount of bonds in the foregoing report, namely, \$88,000, are held by towns along the line of road; we are making arrangements which are nearly consummated, for the refunding of all our outstanding bonded indebtedness, with a first mortgage 6 per cent. bond, payable in the year 1909, to be issued at the rate of \$6,000 per mile, of constructed road on all lines constructed and in contemplation in this State, amounting to 280 miles. We have also contracts with most of the towns for a surrender of a large part of our outstanding bonded indebtedness, depending upon extensions.

STATE OF WISCONSIN—*County of Grant*—ss.

P. Flynn, Superintendent, and W. L. Richards, Chief Engineer of the Chicago & Tomah Railroad Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of their knowledge and belief.

Signed,

{ SEAL }

P. FLYNN,
W. L. RICHARDS.

Subscribed and sworn to, before me, D. H. Ballou, this 6th day of December, A. D. 1879.

{ SEAL }

D. H. BALLOU,
Justice of the Peace.

Oshkosh & Mississippi River Railroad Company.

REPORT

OF THE

OSHKOSH & MISSISSIPPI RIVER RAILROAD COMPANY,

For the year ending September 30, 1879.

Operated by the Chicago, Milwaukee & St. Paul Railway Company.

OSHKOSH, WIS., *December 13, 1879.*

The Oshkosh & Mississippi River Railroad Company was leased to Chicago, Milwaukee & St. Paul Railway Company before completion. The figures in this report show the cost or amount invested in it by the Oshkosh & Mississippi River Railroad Company, and all that the Secretary's books show.

Respectfully,

GEORGE GARY, *Secretary.*

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	Names.	Address.
President	James Jenkins.....	Oshkosh.
Vice President.....	G. W. Washburn.....	Oshkosh.
Secretary	George Gary	Oshkosh.

1. General office at Oshkosh, Wis.

NAMES OF DIRECTORS.	Residence.	NAMES OF DIRECTORS.	Residence.
Joseph Stringham	Oshkosh.	Geo. Badger.....	Oshkosh.
Jas. Jenkins.....	Oshkosh.	Robert McMillan....	Oshkosh.
G. W. Washburn... ..	Oshkosh.	D. L. Libby	Oshkosh.
S. B. Paige	Oshkosh.	Gabe Bouck	Oshkosh.
John Buckstaff, Jr ...	Oshkosh.	G. W. Roe	Oshkosh.
E. James	Oshkosh.	C. Foster	Oshkosh.
O. Beach	Oshkosh.	J. Dobbs, Jr	Ripon.
C. N. Paine.....	Oshkosh.		

EXECUTIVE COMMITTEE.

D. L. Libby, R. McMillan, G. W. Roe, J. Buckstaff, Jr., O. Beach.

2. Date of annual election of directors, third Wednesday of January.
 3. Name and address of person to whom correspondence concerning this report should be directed,
 George Gary, Secretary, Oshkosh, Wis.

Oshkosh & Mississippi River Railroad Company.

GENERAL EXHIBIT FOR THE THE YEAR ENDING SEPT. 30, 1879.

1. Total income.
Leased for percentage of earnings; have had no settlement.
5. Rentals (specifying amount to each company).
Leased to C., M. & St. P. Ry. Co.; have had no settlement; cannot state.
6. Interest accrued during the year:
On funded debt..... \$19,200 00
On other debt. Unsettled; cannot state.
- During construction:
Interest account..... \$1,992 76
Discount on bonds, etc..... 47,186 12

CAPITAL STOCK.

- Capital stock authorized by charter:
Two millions of dollars, with power to increase.
- How much common stock has been issued?
\$150,450.00.
- For what purpose and what was received therefor?
Cash and city bonds.
- How much preferred stock has been issued?
None.
- Total amount of stock \$150,450 00
Amount of stock per mile of road (exclusive of sidings)..... 7,522 50

FUNDED AND UNFUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
240 First Mortgage bonds, \$1,000 each.....	July 1, 1891, at Importers' and Traders' National Bank, New York.....	July 1, 1871..	8 p. c.	\$240,000
2. Total bonded indebtedness				\$240,000
4. Amount per mile of road.....				\$12,000

7. Net cash realized from sale of bonds..... \$195,000 00

STATEMENT OF FLOATING OR UNSECURED DEBT.

1. Specify, particularly, in what they consist:
Unsettled account with Chicago, Milwaukee & St. Paul Railroad Company, for ballasting, etc., and excess of interest paid on bonded debt, over our share of earnings under contract. Do not know amount.

Oshkosh & Mississippi River Railroad Company.

PROPERTY ACCOUNTS.

1. Grading and masonry	\$38,297 98
2. Bridging.....	25,547 80
3. Superstructure, including rails.....	197,216 52
4. Land, land damages and fences.....	45,738 31
5. Passenger and freight stations, wood sheds and water stations.....	10,603 78
6. Engine houses, car sheds, and turn-tables.....	
7. Machine shops	
8. Engineering, agencies, salaries, and other expense during construction.	13,618 85
9. Purchase of other roads	
This does not include ballasting which is unsettled — done by Chicago, Milwaukee & St. Paul Railroad Company. Built in 1872-3.....	
10. Total for construction.....	<u>\$331,023 24</u>

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

5. Total cost of entire line to date Sept. 30, 1879.....
 Cannot state, see opposite page.....

CHARACTERISTICS OF ROAD.

Name of division or branch.	To	From.	Wis. Miles.
Main line	Ripon.....	Oshkosh	20

DONATIONS AND AID.

2. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particularly since date of last report, giving particularly the town, village or city, together with the amount?
 City of Oshkosh, \$75,000.
 City of Ripon, \$15,000.
 Town of Ripon, \$3,500.

STATE OF WISCONSIN — *County of Winnebago* — ss.:

George Gary, secretary of the Oshkosh and Mississippi River Railroad Company, being duly sworn, deposes and says that he has made the foregoing statements, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1879, to the best of his knowledge and belief.

Signed

{ SEAL }

GEORGE GARY.

Subscribed and sworn to, before me, this 18th day of December, A. D. 1879.

{ SEAL }

THOS. D. GRIMMER,
 Clerk Circuit Court.

*Projected Roads.***PROJECTED ROADS.****OFFICERS OF THE PROJECTED
MILWAUKEE AND DUBUQUE RAILROAD.**

NAMES.	OFFICERS.	ADDRESS.
H. M. Benjamin.....	President.....	Milwaukee.
Oliver Dalrymple.....	Vice President.....	St. Paul.
Wm. F. Dalrymple,	General Manager	Milwaukee.

DIRECTORS.	RESIDENCE.
H. M. Benjamin.....	Milwaukee.
Wm. F. Dalrymple.....	Milwaukee.
L. F. Watson.....	Warren, Pa.
Oliver Dalrymple.....	St. Paul, Minn.
Wm. B. Acocks	Pittsfield, Pa.

This company has become the possessors of the old Milwaukee and Beloit roadbed, a portion of which is partly graded from Milwaukee to East Troy, Walworth Co., and propose to complete the road.

**OFFICERS OF THE PROJECTED
BLACK RIVER RAILROAD.**

NAMES.	OFFICERS.	ADDRESS.
N. H. Withee.....	President.....	Neillsville.
James Hewitt	Vice-President.	Neillsville.
Daniel Gates	Treasurer	Neillsville.
R. T. Kuntz	Secretary.....	Neillsville.
J. L. Gates	General Manager	Neillsville.
R. J. MacBride.....	Solicitor	Neillsville.
George L Lloyd	Director.....	Neillsville.
F. D. Lindsay	Director.....	Neillsville.

Projected Roads.

The line of this projected railroad is from Merrillan Junction, a point on the Chicago, St. Paul & Minneapolis R. R., to Neillsville, Clark county, a distance of 14 miles. The company filed its articles of association with the Secretary of State, and received its patent March 2, 1878. The line has been surveyed, five miles of it graded, twelve thousand ties made, and it is the purpose of the company to finish the road early in the spring. The town of Pine Valley has voted \$10,000 aid to the company.

OFFICERS OF THE PROJECTED ST. CLOUD, GRANTSBURG & ASHLAND RAILROAD.

NAMES.		OFFICERS.	ADDRESS.
J. M. Whaley.....	President.....	Hudson, Wis.	
Chas. Stevenson.....	Vice President.....	Grantsburg.	
John G. Fleming.....	Secretary.....	Griffin.	
Chas. Stevenson.....	Treasurer.....	Grantsburg.	
Canute Anderson.....	Sup't and General Manager.	Grantsburg.	
John E. Glover.....	Solicitor.....	Hudson.	

DIRECTORS.	RESIDENCE.	DIRECTORS.	RESIDENCE.
John E. Glover.....	Hudson, Wis.	Ira Griffin.....	Oshkosh.
John G. Fleming.....	Griffin.	J. E. Anderson.....	Trade Lake.
Canute Anderson.....	Grantsburg.	J. A. Swenson.....	Trade Lake.
Andrew Ahlstrom.....	Grantsburg.	I. Grettum.....	Anderson.
Simon Thoreson.....	Grantsburg.	August Cassel ..	Wood Lake.
Oliver Olson.....	Grantsburg.	J. M. Whaley.....	Hudson.
Chas Stevensen.....	Grantsburg.		

A charter was issued to this company June 13, 1878, for building a road from a point on the St. Croix river, in townships 37 or 38, north of range 20 west, in county of Burnett, in an easterly direction, by way of Grantsburg, to a point of intersection with the North Wisconsin Railway.

The road has been graded from Grantsburg to the St. Croix river, a distance of about thirteen miles, and the grade of the balance (four miles), from St. Croix river to Rush City, Minn., where it strikes the St. Paul & Duluth Railroad, is nearly completed. The ties have been contracted for, to be delivered on the grade the present winter, and the piers across the St. Croix river will be put in the present winter. The entire road is expected to be in operation by September 1st, 1880.

Projected Roads.

**OFFICERS OF THE PROJECTED
ST. PAUL EASTERN GRAND TRUNK RAILWAY.**

NAMES.	Officers.	Address.
Thad. C. Pound	President	Chippewa Falls.
Wm. Wilson	Vice President	Menomonie.
Dana C. Lamb	Secretary and Gen. Agt. ...	Fond du Lac.
L. C. Stanley	Treasurer	Chippewa Falls.

DIRECTORS.	Residence.	DIRECTORS.	Residence.
Jesse Spaulding	Chicago.	L. B. Hubbell	Medford.
Thad. C. Pound	Chipp. Falls.	Alex. Stewart	Wausau.
L. C. Stanley	Chipp. Falls.	W. H. Young	Oconto.
Dana C. Lamb	Fond du Lac.	W. A. Ellis	Peshigo.
Wm. Wilson	Menomonie.	Robert Mariner	Cadott Falls.
Wm. Pitt Bartlett	Eau Claire.	A. B. Stickney	St. Paul.
Thos. E. Randall	Eau Claire.		

EXECUTIVE COMMITTEE.

THAD. C. POUND,
W. H. YOUNG,

L. C. STANLEY.

JESSE SPAULDING,
THOS. E. RANDALL,

The patent of incorporation of the St. Paul Eastern Grand Trunk Railway Company was issued on the 6th day of September, 1879, authorizing the company to construct a standard gauge railroad from a point on Lake St. Croix on the Mississippi river in the counties of St. Croix or Pierce to a point on Green Bay or Lake Michigan, between the south line of township 19, and the north line of township 31. The Company was fully organized by the election of officers and directors, and immediately put into the field pioneer corps or explorers, to ascertain the feasibility of its proposed line. This being done, an engineering corps under charge of Col. N. Boardman, of Fond du Lac, as chief engineer, was started at Chippewa Falls, running eastward through Chippewa, Clark and Marathon counties to Wausau, which point will be reached during this month.

The line obtained thus far is an extremely feasible one, being nearly on an air line, and through an excellent timbered country. It is the intention of the management to construct the line between Chippewa Falls, connecting by the way of the Chippewa Falls and Western Railroad, with the Chicago, St. Paul and Minneapolis, at Eau Claire, and the present terminus of the Milwaukee, Lake Shore and Western, eighteen miles east of Wausau, the coming season, thus practically creating a trunk road across the State by the way of the two lines now in operation at either end of their proposed line. The right of way is partly secured, and propositions for local aid filed along the line as far as the survey is made. It is the intention of the Company to get out ties and clear the line during the winter.

Projected Roads.

OFFICERS OF THE PROJECTED
CHICAGO, PORTAGE & SUPERIOR RAILROAD.

NAMES.	Officers.	Address.
Nelson Ludington	President.....	Chicago.
A. A. Jackson	Vice Pres't and Solicitor.	Janesville.
L. S. Cutler	Secretary.....	Chicago.
Edward Ruger.....	Chief Engineer	Janesville.
Nelson Ludington	Treasurer	Chicago.
DIRECTORS.		Address.
A. S. Barnes.....		New York.
Nelson Ludington ..		Chicago.
L. S. Cutler		Chicago.
J. C. Reichberg.....		Chicago.
T. Seavey		Chicago.
S. F. June.....		Chicago.
W. H. Conger		Elkhorn, Wis.
Edward Ruger.....		Janesville.
A. A. Jackson		Janesville.

The line of this projected road, originally known as the Wisconsin Central, is from Chicago to the head of Lake Superior, via Elkhorn, Whitewater, Jefferson and Portage. The road is almost wholly graded from the State line to Jefferson, and about fifteen miles are graded in Illinois, and the right of way obtained from the State line to Chicago. The company has a valuable land grant in the northwestern part of the state, from its junction with the North Wisconsin line to Superior.

COST OF NEW ROADS.

Cost of New Roads.

COST OF THE CHICAGO & TOMAH RAILROAD.

[From Woodman to Lancaster, 30¼ miles.]

GENERAL OFFICE,
CHICAGO & TOMAH RAILROAD COMPANY.

January 27, 1879.

To A. J. TURNER,

Railroad Commissioner of the State of Wisconsin :

SIR.—In compliance with your request, I hand you, below, a statement of the cost of the new line of road constructed by this Company in the state of Wisconsin, from Woodman to Lancaster, since September 30, 1877, together with the equipment thereof, by items, viz.:

Right of way and franchises.....	\$8,000 00
Engineering and agencies	8,000 00
Clearing and grubbing	540 00
Grading	22,835 00
Surfacing track and ditching	5,185 00
Track laying.....	2,440 00
1,010 tons of iron rail at \$40 per ton (weight per yard, 20 lbs.)..	40,400 00
100,000 ties at 14 cents each ..	14,000 00
Miscellaneous track material (not enumerated above)....	6,985 00

Total cost of track	<u>\$105,885 00</u>
---------------------------	---------------------

Buildings.....	\$1,200 00
Office and station furniture	100 00
Stationery	85 00
Engine and car service in construction.. }	4,608 00
Transportation of men and material ... }	
Bridges.....	5,950 00
Culverts	492 00
Tools and machinery.....	863 00
Miscellaneous expenses	498 00

Total cost of miscellaneous.....	<u>\$13,796 00</u>
----------------------------------	--------------------

EQUIPMENT.

For locomotives and tenders, 2. Average weight, 13 tons	\$9,600 00
For snow plows.....	100 00
For platform cars, 25; average weight, 3 tons.....	5,100 00

Total cost of equipment.....	<u>\$14,800 00</u>
------------------------------	--------------------

Total cost of track, equipment and miscellaneous.....	<u><u>134,481 00</u></u>
---	--------------------------

The revenue from which the foregoing expenses were met, were derived from the following sources:

Sale of town bonds (\$73,000 par value).....	\$73,000 00
Other sources.....	61,481 00

Cost of New Roads.

The whole \$73,000 of bonded indebtedness were sold to the towns as follows, and paid to the railroad company in money by the towns:

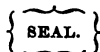
Town of Mt. Ida purchased	\$6,000
Fennimore purchased	12,000
Liberty purchased	5,000
Lancaster purchased	42,000
Wingville purchased	8,000

STATE OF WISCONSIN, *County of Grant*, ss:

William F. Tuttle, clerk of the Chicago & Tomah Railroad Company, being duly sworn, deposes and says, that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full and correct statement of the matters therein set forth, to the best of his knowledge and belief.

Signed,

WILLIAM F. TUTTLE,
Clerk.



Subscribed and sworn to before me, a notary public, this 28th day of January, 1879.

JOHN G. CLARK,
Notary Public, Wisconsin.

Accompanying the above report, was the following explanatory letter from the President, viz.:

LANCASTER, *January 27, 1879.*

A. J. TURNER, *Railroad Commissioner:*

SIR.—Inclosed we send you a report, and all that is required of a railroad company, in the present condition of the Chicago & Tomah Railroad, as we understand by the letters and blanks sent by you. It covers the work and expenditures for the year 1878 only. The work and accounts of previous years which has been done by the Chicago & Tomah railroad, we do not understand you require.

There is, besides the part of the line, 30 $\frac{37}{100}$ miles on which the track is laid, ten miles of graded road (the road completely graded) in Grant county, east of Fennimore, and two miles in Iowa county, east of Wingville.

In addition to this, the Company has under construction north of the Wisconsin river, from Wauzeka to Bloomingdale, 54 miles, of which 47 miles are graded, but no track laid, making in all, in addition to the 30.37 miles from Woodman to Lancaster, upon which the track is laid, 59 miles of graded road which is not ironed.

Respectfully yours,

D. R. W. WILLIAMS, *Pres't*

*Cost of New Roads.***COST OF THE HUDSON AND RIVER FALLS RAILWAY.**

GENERAL OFFICE,
HUDSON AND RIVER FALLS RAILWAY,
ST. PAUL, January 13, 1879.

To A. J. TURNER,

Railroad Commissioner of the State of Wisconsin:

SIR: — In compliance with your request, I hand you, below, a statement of the cost of line of road constructed by this company in the state of Wisconsin from Hudson to River Falls, since September 30, 1877, together with the equipment thereof, by items, viz.:

Right of way and franchise	\$23,856 60
Engineering	5,481 72
Grading	39,678 90
Ballasting	3,129 68
Surfacing track and ditching	6,314 61
Masonry	657 86
996,444 tons of iron rail at \$35 per ton ..	34,879 96
Ties at 20 cents each	10,769 60
Micellaneous track material (not enumerated above)	3,016 62

Total cost of track

\$128,044 28

Buildings	\$8,594 75
Office and station furniture	223 39
Fences	1,152 50
Bridges	9,727 88

Total cost of miscellaneous

\$19,698 52

Equipment? None.

[The road is operated by the St. Paul, Stillwater & Taylor's Falls

R. R. Co. — Com.]

Total cost of track, equipment and miscellaneous

\$147,742 80

The revenues from which the foregoing expenses were met, were derived from the following sources:

Sale of bonds (\$90,000 par value) }	\$90,000 00
Payments on stock (900 shares) }	
Private subscriptions	6,232 83
Other sources [not stated.]	

STATE OF MINNESOTA, } ss.
County of Ramsey,

A. B. Stickney, Superintendent of the Hudson & River Falls Railway Company, being duly sworn, deposes and says, that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be true, full and correct statement of the matters therein set forth, to the best of his knowledge and belief.

A. B. STICKNEY,

Superintendent.

[SEAL]

Subscribed and sworn to, before me, a notary public, this 13th day of January, A. D. 1879.

E. W. RUFF,
Notary Public,
Ramsey County.

Cost of New

The whole \$73,000 of bonded in
and paid to the railroad company

Town of Mt. Ida purchas
Fennimore purch
Liberty purch
Lancaster purch
Wingville

STATE OF WISCONSIN

William F. Tuttle
duly sworn, deposes
be prepared by
carefully exam
statement of
belief.

SE

Subs
ary, 1

th

MILWAUKEE CEMENT RAILWAY.

OFFICE
RAILWAY COMPANY,
MILWAUKEE, January 6, 1879.

Wisconsin.
and you, below, a statement of
the company in the state of Wis-
consin & St. Paul Railway. In an
the railway of the Milwaukee,
under 30, 1877, together with the

\$606 70
1,026 33
\$1,633 03

St. P. Railway.

STATEMENT.

Milwaukee & St. Paul Railway.

Milwaukee Cement Railway Company, being
caused the foregoing statements to be
agents of this company, and having care-
fully examined them to be a true, full and correct state-
ment, to the best of his knowledge and belief.
GEO. H. PAUL,
President.

I, a notary public, this 6th day of Jan-
DANIEL J. PAUL,
Notary Public, Milwaukee, Wis.

The statement is the following from the auditor
of the Milwaukee Cement Railway Co.: "The Milwaukee river
crosses the main line of the Northern Division of
the Milwaukee Cement Railway Company, the right of way
being a distance of one and one-tenth miles. It
crosses the road bed of the Milwaukee Cement Railway Co., on condition that
the Milwaukee Cement Railway Co. shall then trans-
fer and operate the road. This Company
has no separate equipment for
the Chicago, Milwaukee & St. Paul Railway.
"JAMES P. WHALING,
Auditor."

*Cost of New Roads.***COST OF FIRST EXTENSION OF NORTH WISCONSIN RAILWAY.**

GENERAL OFFICE,
NORTH WISCONSIN RAILWAY COMPANY,
December 1, 1879.

TO A. J. TURNER,
Railroad Commissioner of the State of Wisconsin.

SIR: In compliance with your request, I hand you, below, a statement of the cost of first extension of road constructed by this company in the state of Wisconsin, since September 30, 1878, together with the equipment thereof, by items, viz.:

Right of way and franchises.....	\$733 77
Engineering.....	626 50
Interest and exchange.....	2,733 96
Clearing and grubbing.....	391 44
Grading.....	20,465 68
Ballasting, surfacing track and ditching, including engine and car service.....	7,493 26
Tracklaying, including engine and car service.....	3,484 62
1,769 340-2240 tons of iron rail, at \$36 per ton (weight per yard, 50 lbs).....	63,689 47
Ties.....	6,428 62
Miscellaneous track material (not enumerated above).....	9,380 89
Total cost of track.....	<u>\$115,428 72</u>
Buildings and turn table.....	\$2,492 81
Transportation of men and material.....	6,087 06
Fences.....	112 86
Bridges and culverts.....	2,515 40
Miscellaneous expenses.....	270 69
Total cost of miscellaneous.....	<u>\$11,478 81</u>
Total cost of track and miscellaneous.....	<u><u>\$126,907 52</u></u>

STATE OF WISCONSIN, }
County of St. Croix. } ss.

William H. Phipps, Auditor of the North Wisconsin, Railway Company, being duly sworn, deposes and says, that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the matters therein set forth, to the best of his knowledge and belief.

[SEAL.]

Signed,

WILLIAM H. PHIPPS,
Auditor.

Subscribed and sworn to before me, a notary public, this 1st day of December, A. D. 1879.

F. H. HARVEY,
Notary Public, St. Croix, Wis.

Cost of New Roads.

VIROQUA RAILWAY.

(Owned and operated by Chicago, Milwaukee & St. Paul Railway Company.)

MILWAUKEE, Dec. 16, 1879.

To A. J. TURNER,

Railroad Commissioner, State of Wisconsin:

SIR:—In compliance with your request, I hand you, below, a statement of the cost of new line of road constructed by this Company in the State of Wisconsin, from Viroqua Junction to Viroqua, a distance of 32 miles, by items, viz:

Right of way and franchises.....	\$15,077 59
Engineering.....	5,743 35
Clearing and grubbing.....	872 00
Grading.....	89,241 64
Surfacing track and ditching.....	3,886 76
Tracklaying.....	6,219 69
2,944 tons of iron rail at \$30.00 per ton weight per yard say 56 lbs.).....	90,131 31
82,991 ties at 30 cents each.....	25,293 61
Miscellaneous track material (not enumerated above).....	11,768 35
Total cost of track.....	<u>\$247,533 30</u>
Buildings.....	\$12,228 88
Office and station furniture.....	32 50
Transportation of men and material.....	4,063 89
Fences.....	4,663 38
Bridges.....	11,265 91
Culverts.....	671 44
Telegraph.....	239 87
Miscellaneous expenses.....	53 05
Total cost of miscellaneous.....	<u>\$33,218 87</u>
Total.....	<u><u>\$280,751 17</u></u>

EQUIPMENT.

There is no separate equipment for this road.

STATE OF WISCONSIN, *County of Milwaukee*, ss:

James P. Whaling, Auditor of the Chicago, Milwaukee and St. Paul Railway Company, being duly sworn, deposes and says, that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full and correct statement of the matters therein set forth, to the best of his knowledge and belief.

{ SEAL. }

Signed,
JAMES P. WHALING,
Auditor.

Subscribed and sworn to, before a notary public, this 17th day of December, A. D. 1879.

G. E. WEISS,
Notary Public, Milwaukee County, Wis.

TABULATIONS
FROM
RAILROAD RETURNS

FOR THE

YEAR ENDING SEPTEMBER 30, 1879.

16—R. R. Com.

TABLE No. 1.] MILEAGE OF ROADS OPERATED WHOLLY OR IN PART IN WISCONSIN.

For the year ending September 30, 1879.

NAME OF COMPANY.	LOCATION OF LINES.		LENGTH OF OPERATED ROAD.		LENGTH OF SIDINGS.		TOTAL MILEAGE OF LINES, INCLUDING SIDINGS.	
			Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.
Chicago, Mil. & St. Paul*	Milwaukee.....	West'n Ave., Chi.	82.20	37.60				
	P. C. & St. L. Jun.	Mil. Ave., Chicago	.40					
	Kinnickinnic.....	Bay View.....	.75	.75				
	Milwaukee.....	La Crosse.....	196.39	196.39				
	Watertown Jun'n.	Madison.....	36.55	36.55				
	New Lisbon.....	Necedah.....	12.86	12.86				
	La C. Bridge line		1.93	.97				
	Bridge Junction	St. Paul.....	128.51					
	Bridge Junction	C. C. D. & M. Junc	1.00					
	Milwaukee.....	Portage.....	95.08	95.08				
	Horicon.....	Berlin.....	42.30	42.30				
	Rush Lake.....	Winneconne.....	14.80	14.80				
	Spring St. Junc.	Schwarzburg.....	5.34	5.34				
	Stock Yards.....	P. D. C. & D. W. Jun.	.75	.75				
	Milwaukee.....	Prarie du Chien.	194.40	194.40				
	Milton.....	Monroe.....	42.90	42.90				
	McGregor.....	Minneapolis.....	215.42					
	St. Paul Junction	St. Paul.....	5.61					
	Conover.....	Decorah.....	8.77					
	Calmar.....	Algona.....	126.11					
	Algona.....	Marion Junction.	161.29					
	Austin.....	Mason City.....	89.33					

Mileage of Roads Operated in Wisconsin.

	Hastings	Glencoe	74.14				
	Sabula	Marion	86.80				
	Farley	Springville	41.80				
	Springville	Paralo.....	2.80				
	Marion	Ced r Rapids	5.40				
	Madison	Potage	39.00				
	Viroqua Junction	Viroqua.....	32.00				
	Racine	Port Byron JuncL	192.00				
	Eagle	Elkhorn	16.50				
	Watertown	Hampton Coal M.	4.25				
	Davenport	Fayette	128.40				
	El dredge	Maqueketa	32.30				
	Milwaukee	Cement Mills	1.20				
	Glencoe	Appleton	106.16				
	Waubasha	Zumbrota	59.00				
	Oshkosh	Ripon	20.00				
			— 2,263.44 —				
	Chicago	Ft. Howard	242.20				
	Kenosha	Rockford	72.10				
	Chicago	Montrose	5.20				
	Chicago	East End M. R. B.	137.00				
	Chicago	Freeport	121.00				
	Elgin	Lake Geneva	45.00				
	Geneva	St. Charles	2.40				
	Geneva	Batavia	3.20				
	Chi. South B. Jt.	River	4.50				
	Stanwood	Tipton	8.50				
	Belvidere	Madison	68.90				
	Madison	Winona Junction	129.10				
	Winona Junction	Winona	29.00				
	Fort Howard	Mich. State Line	49.45				
	Mich. State Line	Escanaba	64.65				
	Escanaba	Lake Angelinae M.	68.00				
			— 858.09 + 400.00 = 2,263.44 —				
							858.09

* The sldings of the Chicago, Milwaukee & St. Paul, and the Chicago, St. Paul and Minneapolis road not reported.

*The sidings of the Chicago, Milwaukee & St. Paul, and the Chicago, St. Paul and Minneapolis road not reported.

Mileage of Roads Operated in Wisconsin.

[MILEAGE OF ROADS Operated Wholly or Part in Wisconsin — continued.

NAME OF COMPANY.	LOCATION OF LINE.		LENGTH OF OPERATED ROAD		LENGTH OF SIDINGS.		TOTAL MILEAGE OF LINES INCLUDING SIDINGS.	
			Whole line.	In Wisconsin.	Whole Line.	In Wis. consin.	Whole Line.	In Wis. consin.
Standard Gauge.	From	To.						
Chicago and Northwestern — <i>continued</i>	Branches & Extension	Mines	39.80					
	Menominee R. R.	Quinnese.	24.71					
	Chicago	Milwaukee	85.00	40.24				
	E. end Miss R. R.	Clinton	1.10					
	Clinton	Cedar Rapids	81.80					
	Cedar Rapids	Missouri River	271.60					
	Clinton	Lyons	2.60					
	Maple River	Mapleton	60.15					
	Wall Lake	Sac City	12.14					
			— 1,638.64	— 504.19	303.45	97.87	1,932.09	601.56
Chi., St. Paul & Minn'ls.	Elroy	Lake St. Croix	177.70	177.70	*			
	Lake St. Croix	St. Paul	19.90					
	Stillwater Junc.	Stillwater	3.80					
			— 201.40	— 177.70			*201.40	*177.70
Chippewa Falls & West'n	Eau Claire	Chippewa Falls	10.35	10.35	10.35	65	11.00	11.00

Leased lines.

Leas'd } Branch.

Mileage of Roads Operated in Wisconsin.

[illegible]

*The sidings of the Chicago, Milwaukee & St. Paul, and the Chicago, St. Paul & Minneapolis not reported.

Mileage of Roads Operated in Wisconsin.

MILEAGE OF ROADS Operated wholly or in part in Wisconsin — continued.									
NAME OF COMPANY.	LOCATION OF LINE.		LENGTH OF OPERATED ROAD.		LENGTH OF SIDINGS.		TOTAL MILEAGE OF LINES, INCLUDING SIDINGS.		In Wisconsin.
			Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	
Narrow Gauge Roads.	From.	To.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	
Chicago & Tomah	Woodman	Dankleff June...	18.50	18.50	18.50	18.50	32.00	32.00	32.00
	Dankleff June...	Lancaster	12.00	12.00	12.00	12.00			
			30.50	30.50	30.50	30.50	1.50	1.50	1.50
Fond du Lac, Amboy & Peoria	Fond du Lac...	Iron Ridge	29.00	29.00	29.00	29.00	30.50	30.50	30.50
	Galena	Platteville	30.00	30.00	30.00	30.00			
	Phillips' Corners.	McCormick	10.00	10.00	10.00	10.00	1.00	1.00	1.00
			40.00	40.00	40.00	40.00	1.00	1.00	1.00
Pine River Valley & Stevens Point.....	Richland Center.	Lone Rock	16.00	16.00	16.00	16.00 .....	.50	.50	.50
			16.00	16.00	16.00	16.00	16.50	16.50	16.50
			115.50	115.50	115.50	115.50	4.50	4.50	4.50
Total Narrow Gauge			5,382 78	5,382 78	5,382 78	5,382 78	392.41	392.41	392.41
Grand total							186,335,775	393,013 56	393,013 56

Capital Stock, Funded Debt, etc.

TABLE No. 2.] CAPITAL STOCK, FUNDED DEBT, ETC.

NAME OF COM- PANY.	CAPITAL STOCK.		CAPITAL STOCK PER MILE.		FUNDED DEBT.		STOCK AND DEBT. MILE.
	Sept. 30, 1878.	Sept. 30, 1879.	Sept. 30, 1878.	Sept. 30, 1879.	1878.	1879.	
Standard Gauge.							
Chi. Mil. & St. P.	\$ 27,683,744 00	\$ 27,683,744 00	\$ 19,601 33	\$ 13,385 00	\$ 81,104,500	\$ 40,321,500	\$ 32,880 00
Chi. & North.	36,812,500 53	36,812,500 53	22,780 57	30,683 48	33,193,000	33,193,000 27	58,350 08
Chi. St. P. & Min.	5,000,000 00	4,880,874 85	24,826 22	27,466 93	132,000	5,043,500	55,849 03
Chic. F. & West'n	143,200 00	143,200 00	13,872 21	13,862 00	132,000	132,000 12	26,615 25
(1) Du. Plat. & Mil.	8,000,000 00	7,995,900 00	32,840 72	36,544 33	3,979,860	250,000	13,888 88
G. B. & Minn.	New road.	121,500 00	9,720 00		125,000	3,979,860	19,720 00
Hud. & River Falls	6,000,000 00	6,000,000 00	36,945 81	36,945 81	750,000	1,110,000	43,780 78
Mil., L. S. & West.						2,155,000	18,000 00
(2) Mil. & North'n	1,200,000 00	1,200,000 00	23,529 41	36,363 63	320,000	320,000 9,696 97	46,060 60
Mineral Point.	3,500,000 00	3,500,000 00	55,883 76	55,883 76	3,500,000	3,500,000 55,883 76	11,767 52
Northwest Union	106,500 00	106,500 00	2,650 00	1,775 00		888,000	16,500 00
North Wisconsin						240,000	19,522 50
(3) Osh. & Miss. R.	100,000 00	100,000 00	50,000 00	50,000 00		None.	50,000 00
P. du C. & McDr.	1,410,500 00	1,392,900 00	17,854 43	17,639 03	1,000,000	1,600,000	38,047 19
She. & F'd. du Lac	4,000,000 00	4,000,000 00	18,801 41		3,500,000	3,500,000	61,244 99
Western Union	11,435,500 00	11,435,500 00	35,713 61	35,713 61	8,168,000	8,168,000 25,531 38	21,968 97
Wisconsin Central	60,000 00	182,000 00	666 50	2,022 20	1,790,000	1,795,200	38,047 19
Wisconsin Valley							
To Stan. G'ge R's	105,451,944 53	101,705,069 38	22,541 86		88,087,330	102,821,060	38,843,980 00

(1) Operated by Mineral Point R. R. (2) Operated by Wisconsin Central R. R. (3) Operated by Chicago, Milwaukee & St. Paul R. R.
 * Exclusive of stock which was not reported, the mortgage being in process of foreclosure.
 † Debt and stock of Western Union not included, the road having been purchased by Chicago, Milwaukee & St. Paul and new bonds issued, which are included in its own report.
 ‡ This amount, it is understood, includes bonds for construction of Lodi branch. * Exclusive of stock of roads not reported.

Capital Stock, Funded Debt, etc.

TABLE No. 2.] CAPITAL STOCK, FUNDED DEBT, ETC.—continued.

NAME OF COM- PANY.	CAPITAL STOCK.		CAPITAL STOCK PER MILE.		FUNDED DEBT.			STOCK AND DEBT. \$ cts.	STOCK AND DEBT PER MILE. \$ cts.
	Sept. 30, 1878.		Sept. 30, 1879.		1878.				
	\$	cts	\$	cts.	\$	Per mile of road, 1879.	\$ cts		
Narrow Gauge.									
Chicago & Tomah*	.....	.....	13,400 00	.....	.....	.....	.....	101,400 00	3,310 00
F'du L. Am'y & Peot	.....	.....	125,000 00	.....	.....	.....	.....	245,000 00	8,448 27
Galena and Wis...	174,000 00	.....	227,777 50	5,612 90	252 000	None.	.....	227,777 50	5,555 00
P. R. V'y. & St's Pt	51,000 00	.....	51,000 00	3,090 90	20 000	34,500	.....	85,500 00	5,343 75
T'l of Nar. Gag. R's	225,000 00	.....	417,177 50	.....	272,000	2,100 00	.....	659,677 50	5,711 47
Total of all roads..	105,676,944 58	.....	102,122,246 88	21,832 23	88,309,360	103,063 560	21,629 15	205,185,806 88	43,060 78

* New road. † No report in 1878. ‡ Debt and stock of the Western Union not included, the road having been purchased by Chicago, Milwaukee and St. Paul Railroad, and new bonds included in its own report.

Cost of Roads.

TABLE No. 3.] COST OF ROAD.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.			COST OF ROAD PER MILE.	
	1878.	1879.	Increase	Miles road.	Cost.
Standard Gauge.					
Chi., Milwaukee & St. Paul	\$ 58,151,576 03	\$ 68,688,332 54	\$ 10,531,756 51	2,068.28	\$ cts. 33,207 93
Chicago & Northwestern	71,786,488 98	72,900,811 30	1,113,822 37	1,199.75	60,762 92
Chi., St. Paul & Minn'is	No report.	9,726,168 48	9,726,168 48	177.70	54,733 64
Chippewa Falls & West	182,744 98	183,093 39	348 41	10.35	17,690 18
Green Bay & Minnesota.	12,297,805 44	12,354,420 84	56,615 40	218.80	56,464 45
Hudson & River Falls ..	New road.	267,100 00	267,100 00	13.50	21,368 00
Mil., L. Shore & West'n	6,818,258 46	7,091,420 82	273,162 46	158.80	44,656 30
Mineral Point	1,159,348 00	1,159,348 00	.....	51.00	22,732 31
Northwestern Union....	3,143,116 98	3,175,342 78	32,225 80	62.63	50,700 03
North Wisconsin	1,035,918 59	1,307,900 68	271,982 09	60.00	21,798 84
Pr. du Chien & Mc'Gre'or	160,000 00	100,000 00	.....	2.00	50,000 00
Sheboygan & Fond du L.	2,871,770 96	2,978,854 72	107,083 76	78.40	37,995 59
Western Union.....	8,078,463 40	.....	.....	.....	.....
Wisconsin Central	19,775,392 57	19,823,023 38	47,630 81	319.92	61,962 43
Wisconsin Valley	1,789,640 84	1,932,957 92	143,317 08	89.90	31,501 20
Total Stan'd G. Roads .	187,190,525 18	201,688,274 95	22,571,213 17	4,510.03	44,718 83
NARROW GAUGE.					
Chicago & Tomah.....	New road.	211,342 39	211,342 39	52.50	4,025 56
Fond' Lac, Amb'y & Peo'a	225,625 06	238,032 51	7,407 45	29.00	8,035 60
Galena & Wisconsin ...	480,191 20	237,777 50	242,413 70	40.00	5,694 44
Pine R. Val. & Stevens P	75,007 56	94,668 17	19,660 61	16.00	5,916 76
Tot. Nar. Gauge Roads	780,823 82	766,820 57	14,003 25	137.50	5,576 87
Total of all Roads....	187,971,349 00	202,450,095 52	22,585,216 53	4,647.53	43,558 42

NOTE.— The Commissioner has no report of the cost of the Milwaukee & Northern R. R. (119.70 miles), operated by the Wisconsin Central R. R., or the Dubuque, Platteville and Milwaukee R. R. (18 miles), operated by the Mineral Point R. R., both of which are in the hands of receivers and in process of foreclosure; nor of the Oshkosh & Mississippi River R. R. (20 miles), operated by the Chicago, Milwaukee and St. Paul R. R.

¹ Cost of Western Union is included in report of Chicago, Milwaukee & St. Paul R. R. for 1879. ² The cost of the Chicago & Tomah R. R. is upon the basis of 52½ miles of railroad, 23 of which are under construction and nearly completed. ³ Decrease.

Gross Earnings, Operating Expenses, etc.

TABLE No. 4.]

**GROSS EARNINGS, OPERATING EXPENSES, INTEREST,
DIVIDENDS AND RENTALS PAID.**

NAME OF COMPANY.	WHOLE LINE.					
	Gross Earn'gs.		Operating Expenses.		Excess of Earnings.	
	\$	cts.	\$	cts.	\$	cts.
Chicago, Milwaukee & St. Paul	8,580,272	02	5,063,282	96	3,516,989	06
Chicago & Northwestern	14,194,168	31	6,542,103	53	7,652,064	78
Chicago, St. P. & Minneapolis.	1,070,203	50	655,550	06	414,653	44
Chippewa Falls & Western. . . .	27,235	27	13,817	08	13,418	19
Green Bay & Minnesota	348,690	26	204,557	04	144,133	22
¹ Hudson & River Falls.	19,888	45	8,814	57	11,073	88
Mil. Lake Shore & Western. . . .	287,505	22	190,584	21	96,921	01
Mineral Point.	112,886	09	72,819	90	39,566	19
Northwestern Union.	277,239	28	192,987	55	84,251	73
North Wisconsin.	79,039	60	35,775	14	43,264	46
Prairie du Chien & McGregor.	49,107	00	23,788	02	25,318	98
Sheboygan & Fond du Lac. . . .	84,797	61	82,547	60	2,250	01
² Western Union	773,551	09	538,834	72	234,716	37
Wisconsin Central.	794,137	86	481,915	91	312,221	95
Wisconsin Valley	203,976	54	129,422	18	74,554	36
³ Chicago & Tomah	16,953	21	7,713	50	9,239	71
Fond du Lac, Amboy & Peoria	25,046	21	16,148	83	8,897	38
⁴ Galena & Wisconsin	4,121	85	3,771	85	350	00
Pine River Val. & Stevens Pt..	17,116	70	9,994	52	7,122	18
Total	26,965,436	07	14,274,429	17	12,691,006	90

¹ Road operated by St. Paul, Stillwater & Taylor's Falls Railroad Company, and earnings are rentals for eleven months.

² Operated for nine months.

³ Operated since Feb. 1, 1879.

⁴ Operated for three months.

⁵ Including taxes.

Gross Earnings, Operating Expenses, etc.

TABLE No. 4.] GROSS EARNINGS, etc. — continued.

NAME OF COMPANY.	IN WISCONSIN.					
	Gross Earn- ings.		Operating Ex- penses.		Excess of earnings.	
	\$	cts.	\$	cts.	\$	cts.
Chicago, Milwaukee & St. Paul	5,008	848 49	2,731,834	65	2,277,013	84
Chicago & Northwestern.....	2,888,780	26	2,039,525	36	849,254	90
Chi. St. P. & Minneapolis.....	944,240	54	580,583	42	363,657	12
Chippewa Falls & Western....	27,235	27	13,317	08	13,418	19
Green Bay & Minnesota.....	348,690	26	204,557	04	144,133	22
Hudson & River Falls	19,388	45	8,814	57	11,073	88
Mil. Lake Shore & Western ...	287,505	22	190,584	21	86,921	01
Mineral Point	107,978	79	69,964	22	38,014	57
Northwestern Union.....	277,239	28	192,987	55	84,251	73
North Wisconsin	79,039	60	35,775	14	43,264	46
Prairie du Chien & McGregor.	42,968	62	20,814	52	22,154	10
Sheboygan & Fond du Lac....	84,797	61	82,547	60	2,250	01
Western Union.....	309,420	44	215,533	89	93,886	55
Wisconsin Central.....	794,137	86	481,915	91	312,221	95
Wisconsin Valley.....	203,976	54	129,422	18	74,554	36
Chicago & Tomah	16,953	21	7,713	50	9,239	71
Fond du Lac, Amboy & Peoria	25,046	21	16,148	83	8,897	38
Galena & Wisconsin	3,091	40	2,828	88	262	52
Pine River Valley & Stev. Pt..	17,116	70	9,994	52	7,122	18
Total	11,486,954	75	7,035,363	67	4,451,591	68

Gross Earnings, Operating Expenses, etc.

TABLE No. 4.] GROSS EARNINGS, ETC. — continued.

NAME OF COMPANY.	Interest paid.	Dividends paid.	Rentals paid.	Total of operating expenses, interest, dividends and rentals p'd.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chi., Mil. & St. Paul....	2,285,981 36	859,563 80		8,208,778 13
Chi. & Northwestern...	2,257,904 07	2,429,809 80	1,247,471 20	12,477,288 10
Chi., St. P. & Minneapo.	305,102 34		88,744 44	999,896 84
Chippewa F'ls & Western	10,372 56			24,189 64
Green Bay & Minnesota			19,688 77	224,245 81
Hudson & River Falls..	9,166 63			17,981 20
Mil., L. Sh. & Western..	65,737 43			256,321 64
Mineral Point.....	32,000 00			104,819 90
Northwestern Union...	* 250,496 08			443,483 63
North Wisconsin.....	4,725 60			40,500 14
Pr. du C. & McGregor..				23,788 03
Sheb'gan & F. du Lac..				82,547 60
Western Union.....	874 34			539,709 06
Wisconsin Central.....			145,010 61	626,926 52
Wisconsin Valley... ..	31,780 00			161,202 18
Chicago & Tomah.....				7,713 50
F. du L., Amb. & Peoria	1,111 10		10 00	17,269 93
Galena & Wisconsin...				3,771 85
P. R. Val. & Ste. Point.	1,090 00		5 00	11,089 52
Total.....	5,256,290 91	3,289,873 10	1,450,930 02	24,271,023 20

* Including \$15,000 paid to sinking fund.

Total Earnings for the Year.

TABLE No. 5.]

TOTAL EARNINGS FOR THE YEAR ENDING SEPT.
30, 1879.

NAME OF COMPANY.	PASSENGERS.		FREIGHT.	
	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chi., Mil. & St. Paul...	2,141,269 15	1,072,642 37	5,943,874 84	3,634,447 92
Chi. & Northwestern...	2,858,180 94	682,960 81	10,718,848 71	2,055,169 85
Chi., St. P. & Minn'pls.	280,421 80	247,416 14	756,728 23	687,661 31
Chic. Falls & Western.	13,971 48	13,971 48	12,638 19	13,638 19
Green Bay & Minn....	79,843 98	79,843 98	244,198 79	244,198 79
(1) Hud. & Riv. Falls...				
Mil., Lake S. & Wstr'n	86,254 42	86,254 42	188,829 01	188,829 01
Mineral Point.....	21,463 16	20,620 50	86,874 62	83,467 77
Northwestern Union...	105,926 57	105,926 57	158,536 24	158,536 24
North Wisconsin.....	15,481 59	15,481 59	60,790 37	60,790 37
Prairie du Chien & McGre.				
Sheboy. & Fond du Lac	27,155 12	27,155 12	49,659 07	49,659 07
(2) Western Union.....	144,045 47	57,618 19	591,523 00	236,609 20
Wisconsin Central.....	202,315 36	202,315 36	552,405 55	552,405 55
Wisconsin Valley.....	44,308 35	44,308 35	154,190 36	154,190 36
(3) Chicago & Tomah...	2,708 99	2,708 99	9,487 08	9,487 08
Fond' Lac, Amb. & Peor.	6,924 67	6,924 67	17,739 77	17,739 77
(4) Galena & Wisconsin	1,433 35	1,112 52	2,269 70	1,702 28
Pine Riv. Val. & Stv. Pt.	2,141 50	2,141 50	13,461 66	13,461 66
Total	6,033,894 90	2,669,402 56	19,557,055 19	8,140,993 92

1. Road operated by St. Paul, Stillwater & Taylor's Falls R. R., and earnings are the rental received for eleven months.

2. For nine months only: after that included with Chicago, Milwaukee & St. Paul.

3. Road in operation since Feb. 1, 1879.

4. For three months only.

Total Earnings for the Year.

TABLE No. 5.]

TOTAL EARNINGS FOR THE YEAR ENDING SEPTEMBER 30, 1879 — continued.

NAME OF COMPANY.	MAILS EXPRESS AND ALL OTHER SOURCES.		TOTAL.	
	Whole Line.	In Wis- consin.	Whole Line.	In Wiscon- sin.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chi., Mil. & St. Paul ...	495,128 03	301,758 20	8,580,272 02	5,008,848 49
Chi. & Northwestern ...	622,138 66	150,650 10	14,194,168 31	2,888,780 26
Chi., St. Paul & Minn'lis	33,058 47	29,163 09	1,070,203 50	944,240 54
Chippewa F'ls & West'n	625 60	625 60	27,235 27	27,235 27
Green Bay & Minn.....	24,647 49	24,647 49	348,690 26	348,690 26
Hudson & River Falls..	.....	.....	19,888 45	19,888 45
Mil., L. Shore & West'n.	12,421 79	12,421 79	287,505 22	287,505 22
Mineral Point.....	4,049 31	3,890 52	112,336 09	107,978 79
Northwestern Union ...	12,776 47	12,776 47	277,239 28	277,239 28
North Wisconsin.....	2,767 64	2,767 64	79,039 60	79,039 60
P. du. Chi'n & McGregor	.....	.....	49,107 00	42,968 62
Sheboygan & Fond du L.	7,983 42	7,983 42	84,797 61	84,797 61
Western Union.....	37,982 62	15,193 05	773,551 09	309,420 44
Wisconsin Central.....	39,416 95	39,416 95	794,137 86	794,137 86
Wisconsin Valley	5,477 83	5,477 83	203,976 54	203,976 54
Chicago & Tomah.....	1,221 44	1,221 44	16,953 21	16,953 21
Fond' Lac, Amb'y & Peo'a	381 77	381 77	25,046 21	25,046 21
Galena & Wisconsin...	368,80	276 60	4,121 85	3,091 40
Pine R. Val. & Stevens P	1,513 54	1,513 54	17,116 70	17,116 70
Total	1,801,954 83	610,165 50	26,965,436 07	11,486,954 75

Freight Earnings.

TABLE No. 6.] FREIGHT EARNINGS, Etc.

NAME OF COMPANY.	TOTALS OF FREIGHT EARNINGS.						FREIGHT EARNINGS PER TRAIN MILE.	
	Whole line.			In Wisconsin.			FREIGHT EARNINGS PER MILE.	
	1878	1879	cts.	1878	1879	cts.	1878	1879
Chi., Mil. & St. Paul	6,127,543	23,594,874	84	4,028,294	52	3,834,447	92	1 75
Chi., & Northwestern	9,953,356	52,107,138	84	2,108,355	97	2,055,169	35	1 53
C. St. P. & Min'polis	287,875	58	756,728	23	209,438	47	667,661	1 38
Chlp. F's & Wester'n	11,125	84	12,638	19	11,125	84	12,638	1 96
Green Bay & Minn.	272,118	49	244,198	79	272,118	49	244,198	1 29
Hudson & River F'ls	New Road							
Mil., L. Shore & W.	155,836	76	188,829	01	155,836	76	188,829	96
Mineral Point	96,841	57	86,874	62	93,043	86	83,467	1 38
Northwestern Union	167,875	40	158,536	24	167,875	40	158,536	2 09
North Wisconsin	62,008	50	60,790	37	62,008	50	60,790	1 94
Prairie D. C. & McG.	62,045	00	Not given.		54,290	00	Not given.	
Sheboyg'n & F. du L.	56,156	86	49,659	07	56,156	86	49,659	1 32.8
Western Union	* 803,103	58	591,523	00	422,959	81	236,609	1 59
Wisconsin Central	488,849	37	552,405	55	488,849	37	552,405	1 73
Wisconsin Valley	143,607	97	154,190	36	143,607	97	154,190	2 42
West Wisconsin	† 399,141	09			368,666	25		2 25
Madison & Portage	‡ 31,286	72			31,286	72		
Chicago & Tomah	¶ 9,487	08			9,487	08		73.5
F. du L., Amboy & P.	5,616	66			17,739	77	203	64
Galena & Wisconsin	§ 2,269	70			1,702	28		38
Pine R. Val. & S. Pt.	14,632	47			13,461	66		67.4
Total	19,067,471	61	19,557,055	19	8,688,111	92	14,993,923	1 54
								1 61.8

* For nine months after which its earnings are included with C., M. & St. Paul R. R.

† For seven months, after which it became the Chicago, St. Paul & Minneapolis R. R.

‡ For eleven months, after which it became a part of the C., M. & St. Paul R. R.

§ In operation but three months.

¶ In operation since February 1, 1879.

Comparative Table Showing Number of Tons Carried.

TABLE No. 7.]
COMPARATIVE TABLE SHOWING THE NUMBER OF TONS CARRIED
IN THE YEARS 1878 AND 1879.

NAME OF COMPANY.	TOTAL NUMBER OF TONS CARRIED.		NUMBER TONS CARRIED ONE MILE.	
	Whole Line.		Whole Line.	In Wis.
	1878.	1879.	1879.	1879.
Chicago, Milwaukee & St. Paul.....	1,975,534	2,255,120	357,865,597	182,511,454
Chicago & Northwestern.....	3,694,603	4,036,880	692,749,921	260,473,932
Chicago, St. Paul and Minneapolis.....	.....	364,771	49,466,595	43,530,603
Chippewa Falls and Western.....	7,905	8,961	2,777,791	2,777,791
Green Bay and Minnesota.....	124,478	115,903	16,555,882	16,555,882
Hudson and River Falls.....	.....	.....	.....	.....
Milwaukee, Lake Shore and Western.....	132,088	158,950	9,276,023	9,276,023
Mineral Point.....	68,171	61,104	2,016,432	1,955,939
Northwestern Union.....	217,703	215,418	6,877,594	6,877,594
North Wisconsin.....	.....	Not given.	Not given.	Not given.
Prairie du Chien & McGregor.....	38,376	Not given.	Not given.	Not given.
Sheboygan & Fond du Lac.....	463,341	348,422	37,163,002	14,865,200
Western Union (9 months in 1879).....	236,222	299,357	27,804,876	27,804,876
Wisconsin Central.....	52,954	108,599	6,218,085	6,218,085
Wisconsin Valley.....	No report.	.....	.....	.....
Chicago and Tomah.....	.....	13,201	145,927	145,927
Fond du Lac, Amboy & Peoria.....	.....	2,342	Not given.	.....
Galena & Wisconsin (3 months).....	.....	8,371	125,568	125,568
Pine River Valley & Stevens Point.....	.....	.....	.....	.....
Total.....	7,040,375	7,997,399	1,206,543,193	563,741,280

* Operated by St. Paul, Stillwater & Taylor's Falls R. R.

NOTE.—Owing to a want of uniformity of manner in keeping the tonnage of freights among the Railroad Companies, and the total neglect of some to keep it in an available form, the Commissioner is unable to make this table as complete as he could wish; but will endeavor to make it more full in future.—COMMISSIONER.

Passenger Earnings—per mile of Road.

TABLE No. 8.
PASSENGER EARNINGS ON THE ENTIRE LENGTH, AND PER MILE OF ROAD, FOR 1878
AND 1879.

NAME OF COMPANY.	PASSENGER EARNINGS.		INCREASE AND DECREASE ON WHOLE LINE.		PASSENGER EARNINGS.		PASSENGER EARNINGS PER MILE. ¹	
	Whole Line.		Increase.		In Wisconsin.		In Wisconsin.	
	1878.	1879.	1878.	1879.	1878.	1879.	1878.	1879.
* Chi., Mil. & St. Paul	\$ 2,027,721	cts. 20,141,269 15	\$ 113,548	cts. 95	\$ 1,066,583	cts. 08	\$ 1,549	cts. 41
Chicago & Northwestern	2,984,738	80 2,858,180 94	126,557	86	1,698,831	35	1,386	15
Chi., St. P. & Minneapolis	253,725	45 280,421 80	166,877	98	224,172	40	566	25
Chippewa Falls & West'n	12,920	51 13,971 48	1,050	97	12,920	51	1,250	37
Green Bay & Minnesota	88,084	63 79,843 98	8,240	65	88,084	63	361	59
Mil., Lake Shore & West'n	77,522	61 86,254 42	8,731	81	77,522	61	477	36
Mineral Point	24,631	61 21,462 16	3,169	35	23,665	56	482	97
Northwestern Union	109,932	52 105,926 57	4,005	95	109,932	52	1,755	27
North Wisconsin	11,750	32 15,481 59	3,731	27	11,750	32	280	00
P. du Chien & McGregor	3,142	00	.....	.....	2,749	00	.....	.....
Sheboygan & F. du Lac	34,589	61 27,155 12	7,434	49	34,589	61	437	84
* Western Union	218,954	34 144,045 47	74,908	87	84,156	72	987	75
Wisconsin Central	195,556	10 202,315 36	6,759	26	195,556	10	435	05
Wisconsin Valley	43,129	50 44,308 35	1,178	85	43,129	50	545	28
* Chicago & Tomah	New road	2,708 99	.....	.....	.....	.....	.....	.....
F. du L., Amboy & Peoria	3,026	46 6,924 67	3,898	21	3,026	46	109	65
* Galena & Wisconsin .....	.....	..... 1,483 35	.....	.....	.....	.....	.....	.....
Pine Riv. Val. & Stev. Pt. .....	.....	..... 2,141 50	682	85	.....	.....	.....	.....
Total	6,090,884	21 6,033,894 90	56,980	31	2,678,179	02	2,669,402	50
							av. 984	21 av. 935 48

¹ On the basis of 2,833 50 miles of operated road.
with U. M. & St. P.

² Including earnings of Madison & Portage.
Since Feb. 1, 1879.

³ For nine months; balance of year included
For three months, balance of year not in operation.

Passenger Earnings—Per Mile and per Train Mile.

TABLE NO. 9.] PASSENGER EARNINGS—EARNINGS ON PASSENGERS PER MILE AND PER TRAIN MILE.

NAME OF COMPANY.	TOTAL PASSENGER EARNINGS.		PASSENGER EARNINGS PER MILE.		PASSENGER EARNINGS PER TRAIN MILE.	
	In Wisconsin.		In Wisconsin.		In Wisconsin.	
	Whole line.	cts.	Whole line.	cts.	Whole line.	cts.
Chicago, Milwaukee & St. Paul....	2,141,269 15	\$	1,072,642 37	\$	1,389 43	cts.
Chicago & Northwestern.....	2,858,180 94		682,960 81		1,22	1 25
Chicago, St. Paul & Minneapolis..	280,421 80		247,416 14		1,854 57	1 13
Chippewa Falls & Western.....	13,971 48		13,971 48		1,392 36	1 22
Green Bay & Minnesota.....	79,843 98		79,843 98		1,352 07	1 07
Milwaukee, Lake Shore & Western.	86,254 42		86,254 42		327 76	47.1
Mineral Point.....	21,462 16		20,620 50		531 12	.....
Northwestern Union.....	105,926 57		105,926 57		420 82	.....
North Wisconsin.....	15,481 59		15,481 59		1,691 31	28
Shoebogyan & Fond du Lac.....	27,155 13		27,155 13		258 03	1 33
Western Union.....	144,045 47		57,618 19		346 36	Not given.
Wisconsin Central.....	202,315 36		202,315 36		667 06	Not given.
Wisconsin Valley.....	44,308 35		44,308 35		450 09	67
Chicago & Tonah.....	2,708 99		2,708 99		52	52
Fond du Lac, Amboy & Peoria....	6,924 67		6,924 67		492 30	88
Galena & Wisconsin.....	1,483 35		1,112 52		88 82	21
Pine River Valley & Stevens Point.	2,141 50		2,141 50		238 78	23
					37 08	25
					133 84	10.72
Total.....	6,083,894 90		2,669,402 56		1,157 25	90
					1 08.5	

¹ Passenger earnings per train mile, embraces mails, express and all other sources.

² For five months; balance of year included with C., M. & St. P.

³ Since February 1, 1879.

⁴ For three months; balance of year unoperated.

Comparative Table Showing Passengers Carried.

TABLE No. 10.
COMPARATIVE TABLE SHOWING THE NUMBER OF PASSENGERS CARRIED IN THE YEARS
1878 AND 1879, WITH INCREASE AND DECREASE.

NAME OF COMPANY.	Number of Passengers Carried.			
	Whole Line.		In Wisconsin.	
	1878.	1879.	Increase.	Decrease.
Chicago, Milwaukee & St. Paul..	1,370,253	1,458,392	88,139	.....
Chicago & Northwestern.....	3,078,786	3,075,943	.....	2,943
Chicago, St. Paul & Minneapolis.	153,682	159,017	5,335	.....
Chippewa Falls & Western.....	30,841	32,191	1,350	.....
Green Bay & Minnesota.....	56,632	60,744	4,112	.....
Milwaukee, Lake Shore & West.	76,913	76,983	.70	.....
Mineral Point.....	29,799	25,476	.....	4,323
Northwestern Union.....	94,594	74,852	.....	19,742
*North Wisconsin.....	.....	.....	.....	.....
Sheboygan & Fond du Lac.....	.....	.....	.....	.....
Western Union.....	289,094	160,254	.....	.....
Wisconsin Central.....	155,442	160,867	5,425	78,840
Wisconsin Valley.....	36,283	37,693	1,411	.....
*Chicago & Tomah.....	.....	.....	.....	.....
Fond du Lac, Amboy & Peoria..	.....	5,271	5,271	.....
*Galena & Wisconsin.....	.....	1,467	1,467	.....
Pine River Val. & Stevens Point	2,300	7,188	4,888	.....
Total	5,324,618	5,336,189	11,570	.....
		2,432,925		2,432,846

*For nine months; balance of year included with Chicago, Milwaukee & St. Paul.

*No report. *For three months; balance of year unoperated.

*Estimated on basis of miles of road operated in State.

Number of Passengers Carried One Mile.

TABLE No. 11.] COMPARATIVE TABLE SHOWING THE NUMBER OF PASSENGERS CARRIED ONE MILE IN 1878 AND 1879, WITH INCREASE AND DECREASE.

NAME OF COMPANY.	NUMBER PASSENGERS CARRIED ONE MILE.					
	Whole Line.					
	1878.	1879.	Increase.	Decrease.	1878.	1879.
Chicago, Milwaukee & St. Paul....	64,222,683	73,637,224	9,414,541	.....	35,098,865	37,284,219
Chicago & Northwestern.....	108,727,223	107,695,478	.....	1,031,745	20,097,354	19,973,114
Chicago, St. Paul & Minneapolis ..	8,796,787	9,242,068	445,281	.....	7,741,173	8,133,019
Chippewa Falls & Western.....	308,410	289,930	.....	18,480	308,410	289,930
Green Bay & Minnesota.....	2,327,689	2,449,145	121,456	.....	2,327,689	2,449,145
Hudson & River Falls .....	.....	.....	.....	.....	.....	.....
Milwaukee, Lake Shore & Western	2,258,795	2,505,528	246,733	.....	2,258,795	2,505,528
Mineral Point.....	699,890	534,996	.....	164,903	672,452	534,996
Northwestern Union	3,455,982	3,287,467	.....	168,515	3,455,982	3,287,467
North Wisconsin .....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac .....	.....	.....	.....	.....	.....	.....
Western Union	6,467,605	5,042,395	.....	1,425,210	2,697,539	2,016,958
Wisconsin Central.....	5,664,816	6,049,363	384,547	.....	5,664,816	6,049,363
Wisconsin Valley	827,229	869,970	42,741	.....	827,229	869,970
Chicago & Tomah .....	.....	77,399	77,399	.....	.....	77,399
Fond du Lac, Amboy & Peoria.....	.....	123,150	123,150	.....	.....	123,150
Galena & Wisconsin .....	.....	28,456	28,456	.....	.....	28,456
Pine River Valley & Stevens Point.	32,000	85,656	53,656	.....	32,000	85,656
Total.....	203,789,118	211,918,225	8,129,107	.....	81,132,304	83,708,370

1 For nine months; balance of year with Chicago, Milwaukee & St. Paul.

Passengers Carried and Number Carried one Mile.

TABLE No. 12.] WHOLE NO. OF PASSENGERS CARRIED ONE MILE, AND WHOLE NO. CARRIED;
Rate per passenger per mile, and average distance traveled by each passenger.

NAME OF COMPANY.	NO. OF PASSEN- GERS CARRIED.		NO. OF PASSENGERS CARRIED ONE MILE.		EARNINGS FROM PASSEN- GERS CARRIED.			Rate per pass. per mile.		Av. miles traveled by each passenger.		
	Whole Line.	In Wis- consin.	WHOLE LINE.		In Wisc.	Whole Line.		Wh. line In Wis.				
			Eastward*	Westward†		Total.	Whole Line.					
Chi. Mil. & St. Paul	1,458,892	779,357	34,634,167	39,003,057	73,637,224	37,284,219	2,141,269	15	1,072,642	372,922	88	48.99
Chicago & Northw'n	3,075,843	866,942			107,695,478	19,973,114	2,858,180	94	682,960	812,653	42	35.01
Chi. St. P. & Minncap.	159,047	139,934	4,378,703	4,863,365	9,242,068	8,133,019	280,421	80	247,416	143,033	03	58.12
Chic. Falls & West'n	32,191	32,191	145,250	144,680	289,930	289,930	13,971	48	13,971	453,903	90	9.50
Gr. Bay & Minne-ota	60,744	60,744			2,449,145	2,449,145	79,843	98	79,843	984	4	40.30
Hudson & Riv. Falls												
Mil., L. S. & Western	76,983	76,983			2,505,528	2,505,528	86,254	42	86,254	423,403	40	32.50
Mineral Point	25,476	24,711			584,906	534,996	21,462	16	20,620	504,004	00	21.00
Northwestern Union	74,852	74,852			3,287,467	3,287,467	105,926	57	105,926	573,203	20	43.94
North Wisconsin							15,481	59	15,481	59		
P. du C. & McGregor												
Sheb'n & F. du Lac							27,155	12	27,155	12		
Western Union	160,254	65,063	2,265,436	2,776,959	5,042,395	2,016,958	144,045	47	57,618	192,862	86	31.00
Wisconsin Central	160,867	160,867	2,829,812	3,219,551	6,049,363	6,019,363	202,315	36	202,315	363,443	44	37.61
Wisconsin Valley	37,693	37,693			869,970	869,970	44,808	35	44,808	355,005	00	23.00
Chicago & Tomah.					77,399	77,399	2,708	99	2,708	993,333	33	
F. du L. Amb. & Peo.	5,271	5,271	61,775	61,375	123,150	123,150	6,924	67	6,924	672,902	90	23.00
Galena & Wisconsin	1,467	1,100			28,456	28,456	1,483	35	1,112	523,303	30	19.03
P. Riv. Val. & St. Pt.	7,138	7,138	42,955	42,701	85,656	85,656	2,141	50	2,141	502,502	50	12.00
Total	5,386,188	2,432,846			211,918,225	83,370,370	6,033,894	90	2,669,402	56		39.73

Note.—Where blanks occur in above table, there was no report that enabled the filling of them.—Com.

* For nine months; balance of year included with C., M. & St. P.

† Since Feb. 1, 1892. * For three months; balance of year unoperated.

* Or south. † Or north.

Earnings per Mile — Total and Net.

TABLE No. 13.] EARNINGS PER MILE — TOTAL AND NET.

NAME OF COMPANY.	FREIGHT EARNINGS PER MILE.		PASSENGER EARNINGS PER MILE.		ON MAILS, EXPRESS AND ALL OTHER SOURCES.		TOTAL EARNINGS PER MILE.		NET EARNINGS PER MILE.	
	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chicago, Mil. & St. Paul..	3,202 52	4,707 83	1,153 70	1,989 43	266 77	390 38	4,632 99	6,488 14	1,894 93	2,949 49
Chicago & Northwestern..	6,624 65	4,076 18	1,767 29	1,354 57	384 68	298 80	8,776 62	5,729 55	4,781 47	not given
Chi., St. P. & Minneapolis.	3,757 34	3,757 34	1,392 86	1,392 86	164 12	164 12	5,313 82	5,313 82	2,058 86	2,046 46
Chippewa Falls & Western	1,223 06	1,223 06	1,352 07	1,352 07	60 54	60 54	2,635 67	2,635 67	1,298 54	1,298 54
Green Bay & Minnesota...	1,002 46	1,002 46	327 76	327 76	101 18	101 18	1,431 40	1,431 40	510 84	510 84
Mil. Lake Shore & Western	1,163 74	1,163 74	531 12	531 12	76 49	76 49	1,770 35	1,770 35	597 42	597 42
Mineral Point.....	1,703 42	1,703 42	420 82	420 82	79 39	79 39	2,203 63	2,203 63	755 80	775 80
Northwestern Union.....	2,531 32	2,531 32	1,691 31	1,691 31	204 00	204 00	4,426 63	4,426 63	1,345 23	1,345 23
North Wisconsin.....	1,013 17	1,013 17	258 03	258 03	46 12	46 12	1,317 32	1,317 32	642 32	642 32
Sheboygan & Fond du Lac	633 41	633 41	346 36	346 36	101 83	101 83	1,081 60	1,081 60	33 69	33 69
Western Union.....	2,780 37	2,780 37	677 06	677 06	178 53	178 53	3,635 96	3,635 96	1,103 25	1,103 25
Wisconsin Central.....	1,228 93	1,228 93	450 09	450 09	67 69	67 69	1,766 71	1,766 71	694 59	694 59
Wisconsin Valley.....	1,713 22	1,713 22	492 30	492 30	60 88	60 88	2,266 40	2,266 40	828 88	828 88
Chicago & Tomah.....	311 05	311 05	88 82	88 82	40 05	40 05	439 92	439 92	187 01	187 01
F. du L., Amboy & Peoria..	611 70	611 70	238 78	238 78	13 16	13 16	863 64	863 64	250 24	250 24
Galena & Wisconsin.....	56 74	56 74	37 08	37 08	9 22	9 22	103 04	103 04	8 75	8 75
Pine R. Val. & Stevens Pt.	841 35	841 35	133 84	133 84	94 59	94 59	1,069 78	1,069 78	445 13	445 13
Average.....	3,750 87	2,862 98	1,157 25	985 48	249 70	213 83	5,171 74	4,025 56	.....	.....

Earnings per Train Mile.

EARNINGS PER TRAIN MILE.

TABLE No. 14.]

NAME OF COMPANY.	FREIGHT EARNINGS PER TRAIN MILE.		PASSENGER EARNINGS PER TRAIN MILE.		EARNINGS PER MILE ON MAIL, EXP AND ALL OTHER SOURCES.		TOTAL EARNINGS PER TRAIN MILE.		NET EARNINGS PER TRAIN MILE.	
	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.
Chi., Milwaukee & St. Paul	\$1 75	\$2 09	\$1 22	\$1 25	\$ 10	\$ 12	\$3 07	\$3 46	68	88
Chicago & Northwestern	1 53	73.77	1 13	77.88	2.65	16.49	2 87.65	1 68.14	80.36	.....
Chi., St. Paul & Minneapolis	1 46	1 41	1 22	1 19	*	*	2 68	2 60	53.63	51.76
Chippewa Falls & Western	1 96	1 96	1 07	1 07	05	05	3 08	3 08	69	69
Green Bay & Minnesota	1 42.90	1 42.90	47.10	47.10	14.05	14.05	2 04.50	2 04.50	34.90	34.90
Mil., Lake Shore & Western	1 19	1 19	.....	.....	.....	.....	.....	.....	37.25	37.25
Mineral Point	1 15	1 15	28	28	05	05	1 48	1 48	52	52
Northwestern Union	1 94	1 94	1 33	1 33	15	15	3 42	3 42	52	52
Western Union	1 59	1 59	67	67	06	06	2 32	2 32	40	40
Wisconsin Central	1 73	1 73	52	52	09	09	2 34	2 34	40.70	40.70
Wisconsin Valley	2 42	2 42	88	88	09	09	3 39	3 39	57	47
Chicago & Tomah	73.56	73.56	21	21	09.47	09.47	1 04.03	1 04.03	44.23	44.23
Fond' Lac Amboy & Peoria	64	64	23	23	01.40	01.40	88.40	88.40	46.80	46.80
Galena & Wisconsin	38	38	25	25	06	06	69	69	07	07
Pine R. Val. & Stevens Point	67.41	67.41	10.72	10.71	07.58	07.58	85.07	85.71	36.08	36.08
	1 61.80	1 41	1 08.50	90	24 40	20 50	2,93.70	2 57.50	900 00	900 00

* Embraced in passenger earnings.

Train Mileage.

TABLE No. 15.

TRAIN MILEAGE.

NAME OF COM- PANY.	MILES RUN BY PAS- SENGER TRAINS.		NO. MILES RUN BY FREIGHT AND MIXED TRAINS.		NO. MILES RUN BY WOOD, GRAVEL AND CONSTRUCTION TRAINS.		NO. MILES RUN BY SWITCHING TRAINS.		TOTAL TRAIN MILEAGE.	
	On whole line.	In Wis- consin.	On whole line.	In Wis- consin.	On whole line.	In Wis- consin.	On whole line.	In Wis- consin.	On whole line.	In Wis- consin.
Chi., Mil. & St. P.	1,759,423	897,805	3,388,608	1,728,190	597,418	304,683	1,200,430	612,219	6,945,879	4,543,434
Chicago & N. W.	2,520,786	947,815	7,001,413	2,632,631	326,742	114,560	.....	.....	9,848,941	3,703,026
C. St. P. & Minn. ¹	256,509	225,728	504,910	356,761	111,326	97,967	111,754	98,343	884,499	810,925
Chic. Falls & W'n.	12,896	.....	6,448	6,448	6,388	.....	1,200	1,200	20,544	20,544
G. B. & Minn.	169,481	169,481	159,837	156,837	12,025	12,025	17,650	17,650	355,993	355,993
Mil., L. S. & W'n.	102,790	102,790	158,994	158,994	48,846	48,846	51,977	51,977	362,607	362,607
Mineral Point.	.....	.....	75,060	72,057	1,030	989	.....	.....	76,090	73,046
N. W. Union.	80,410	80,410	81,622	81,622	18,487	18,487	.....	.....	180,519	180,519
North Wisconsin.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheb'n & F. du L. ¹	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union	213,457	85,382	372,536	149,014	18,100	7,240	72,740	29,096	676,833	270,733
Wisconsin Central	388,490	388,490	320,251	320,251	41,708	41,708	57,772	57,772	808,221	808,221
Wisconsin Valley	55,980	55,980	63,700	63,700	11,000	11,000	.....	.....	130,680	130,680
Chicago & Tomah.	.....	.....	12,896	12,895	.....	.....	.....	.....	12,896	12,896
F. du L., Amb. & P.	.....	.....	15,490	15,490	.....	.....	.....	.....	15,490	15,490
Galena & Wis. ²	.....	.....	5,860	4,395	.....	.....	.....	.....	5,860	4,395
P. R. V. & Stev. Pt. ²	.....	.....	19,968	19,968	.....	.....	.....	.....	19,968	19,968
Total	5,560,222	2,966,277	12,084,593	5,779,154	1,186,682	657,505	1,513,523	868,257	20,345,020	10,312,477

¹ No record kept.² No separate passenger trains run.

Train Mileage — Increase and Decrease.

TABLE No. 16.] TRAIN MILEAGE, WITH INCREASE AND DECREASE.

NAME COMPANY.	TOTAL NUMBER OF MILES RUN BY PASSENGER TRAINS.			INCREASE AND DECREASE.		TOTAL NUMBER OF MILES RUN BY FREIGHT AND MIXED TRAINS.				INCREASE AND DECREASE.	
	Whole Line.		In Wisconsin.			Whole Line.		In Wisconsin.		Whole Line.	
	1878.	1879.	1878.	1879.		1878.	1879.	1878.	1879.	Incr.	Decr.
C.Mil. & St. Paul..	1,370,839	1,759,423	789,656	897,305	888,584	3,936,904	3,388,608	2,324,505	1,728,190	.....	548,296
Chicago & N. W. . .	2,514,792	2,520,786	871,683	947,815	5,994	6,688,131	7,001,413	2,672,047	2,632,531	313,282	.....
Chi., St. P. & Minn.	106,846	256,509	94,025	225,728	149,663	121,271	404,910	106,719	356,761	283,639	.....
Chic. P.'ls & West'n	12,896	12,896	12,896	12,896	.....	6,448	6,448	6,448	6,448	.....	.....
Green B. & Minne.	167,053	169,481	167,053	169,481	2,428	126,825	156,837	126,825	156,837	80,512	.....
Mil., L. S. & West'n	87,179	102,790	87,179	102,790	15,611	161,785	158,994	161,785	158,994	.....	2,791
Mineral Point ..	.....	.....	.....	.....	.....	70,000	75,000	67,650	72,057	5,060	.....
North-west'n Union	79,411	80,410	79,411	80,410	999	80,214	81,622	80,214	81,622	1,408	.....
North Wisconsin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheb'n & F. du L.	286,102	213,457	120,654	85,382	.....	544,627	372,536	243,707	149,014	.....	17,2091
Western Union..	348,938	388,490	348,938	388,490	39,522	321,276	320,251	321,276	320,251	.....	1,025
Wisconsin Central.	56,340	55,980	56,340	55,980	.....	63,900	63,700	63,900	63,700	.....	200
Wisconsin Valley.	.....	.....	.....	.....	360	.....	.....	.....	.....	.....	.....
Chicago & Tomah	.....	.....	.....	.....	.....	.....	12,896	.....	12,896	.....	.....
F. du L. Am. & P.	.....	.....	.....	.....	.....	.....	15,490	.....	15,490	.....	.....
Galena & Wisc..	.....	.....	.....	.....	.....	.....	5,860	.....	4,395	5,860	.....
P. R. V. & St. P't.	.....	.....	.....	.....	.....	15,600	19,968	15,600	19,968	4,368	.....
Total.....	5,030,396	5,560,222	2,627,845	2,966,277	529,826	12,136,481	12,084,593	6,190,176	5,779,154	.....	51,888

(*) No exclusive passenger trains.

(*) For nine months.

(*) Not reported.

TABLE No. 17.] TONNAGE OF THE DIFFERENT KIND OF FREIGHTS CARRIED.

NAME OF COM- PANY.	Grain. Tons.	Flour. Tons.	Provi- sions. Tons.	Salt, ceme't water, lime and stucco Tons.	Manufactures, including agrl impls, furniture and wagons.	Live stock.	Lumber and forest pro- ducts.	Iron, lead, and mineral products.	Store, brick, lime, sand, etc.	Coal.	Merchandise, and other articles.	All other freights not above enumerated.	WHOLE LINE. Total freight in tons.	Total for Wisconsin.
Chi. Mil. & St. P..	601,708	203,900	40,179	34,865	34,084	143,138	340,170	98,878	105,059	114,554	240,042	299,042	2,255,120	1,179,472
(1) Chi. & N. Ws'n	92,884	51,615	5,800	3,575	.....	2,480	66,607	17,181	8,247	6,602	97,357	17,473	4,036,880	1,429,400
Chi. St. P. & Minn's	2,053	2,517	415	230	139	10	12	289	289	489	1,734	1,074	8,962	320,998
Chip. Falls & Ws'n	25,951	5,692	1,323	1,615	2,255	1,505	65,421	445	1,022	2,416	8,259	.....	115,903	115,903
Green Bay & Minn	26,826	5,388	7,832	1,222	20,403	2,793	36,107	23,200	6,657	4,698	22,924	.....	158,950	158,950
Mil. L. S. & Ws'n.	17,555	234	59	902	232	15,752	4,740	9,430	244	2,073	9,853	.....	61,104	58,707
Mineral Point....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	215,418	215,418
(1) N. W. Union....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(2) North Wis....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(2) Sheb. & Fon' Lac	108,094	2,730	8,683	7,455	9,762	24,931	51,980	2,632	13,749	70,756	47,660	.....	388,422	258,118
Western Union....	31,186	10,458	12,510	2,573	12,642	6,527	151,128	7,105	4,992	5,084	21,788	33,396	299,358	299,358
Wis. Central....	1,986	866	585	790	265	165	95,694	27	345	130	6,587	11,154	108,599	108,599
Wisconsin Valley.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(2) Chi. & Tomah.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(1) F duL., Amb. & P.	176	.....	.....	.....	.....	.....	1,880	96	32	.....	40	119	2,343	1,757
(3) Galena & Wis.	2,779	1,276	534	119	42	1,421	438	.....	.....	37	1,531	193	8,371	8,371
P. R. Val & Stv. P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,997,403	4,177,215
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

(1) No classification of commodities kept.

(2) Tonnage not reported.

(3) For three months.

Table of Accidents.

TABLE NO. 18.] TABLE OF ACCIDENTS FOR THE YEAR 1879.

NAME OF COMPANY.	PASSENGERS.			EMPLOYEES.			OTHERS.			NUMBER OF EACH CLASS.				TOTAL.	
	From causes beyond their control.			From causes beyond their control.			From causes beyond their control.			Killed.		Injured.		Killed.	Injured.
	Kil.	Inj.	By mismanagement or want of caution.	Kil.	Inj.	By mismanagement or want of caution.	Kil.	Inj.	By mismanagement or want of caution.	Passeng'rs.	Emp'loes.	Passeng'rs.	Emp'loes.		
Chicago, Mil. & St. Paul...	32	54
Chicago & Northwestern...	1	1	...	1	5	6	...	...	25	23	31	...	23	32	54
Chi., St. Paul & Minneap's	1	5	11	16	...	...	35	28	41	2	28	57	71
Chippewa Falls & West'n*	2	4	6	...	...	1	4	8	...	4	5	12
Green Bay & Minn*
Hudson & River Falls*
Mil. L. Shore & Western	4	...	...	...	...	...	...	...	...	4	...	...	4
Mineral Point*
Northwestern Union*
North Wisconsin	1	3	...	...	...	...	1	8	...	...	1	8
Pr. du Chien & Mc Gregor.
Sheboygan & Fond du Lac*
Western Union	1	1	1	7	...	...	...	...	1	1	2	7	...	2	9
Wisconsin Central	1	26	...	...	...	2	2	26	2	...	2	28
Wisconsin Valley	1	1	...	...	...	1	1	1	1	...	2	1
Chicago & Tomah*
Fond' Lac, Amby & Peoria*
Galena & Wisconsin*
Pine R. Val. & Stevens Pt*
Total	1	2	1	7	51	28	...	...	65	57	117	8	57	102	182
In Wisconsin	1	1	30	...	...	...	21	26	67	6	26	34	99

* No accidents.

Number of Persons Employed, Character of Service, etc.

TABLE No. 19 — Part 1.] *Number of Persons Employed; Character of Service, Average Salary paid Each Class; and the Total Amount Paid Each Class.*

NAME OF COMPANY.	DIVISION ASST' SUP'S AND ROADMASTERS			CLERKS IN GENERAL OFFICES.			AGENTS & CLERKS AT ALL STATIONS.			MASTER AND SKILLED MECHANICS.		
	No.	Av. Salary.	Total.	No.	Av. Salary.	Total.	No.	Av. Salary.	Total.	No.	Av. Salary.	Total.
Chicago, Milwaukee & St. Pl.	25	1,444 80	\$36,120	236	758 88	179,095 64	428	612 36	262,090 08	3	1,819 92	\$5,459 76
Chicago & Northwestern.....	20	2,069 00	41,384	140	830 00	116,217 00	871	660 00	575,473 00	1086	628 50	1,059,744 00
Chicago, St. Paul & Minn.....							76					
Chippewa Falls & Western.....				4	750 00	3,000 00						
Green Bay & Minnesota.....	1	1,200 00	1,200				40	511 13	20,445 20	4	725 00	2,900 00
Hudson & River Falls.....												
Mil'kee, Lake Shore & Western	2	1,380 00	2,760	9	651 95	6,520 00	45	442 20	19,899 20	13	693 12	9,010 56
Milwaukee & Northern.....				2	950 00	1,900 00						
Mineral Point.....	2	1,050 00	2,100	1	720 00	720 00	10	550 00	5,550 00	8	779 41	6,236 25
Northwestern Union.....				1	540 00	540 00	21	513 00	10,773 00			
North Wisconsin.....				1	900 00	900 00	7	480 00	3,360 00			
Prairie du Chien & McGregor	1	1,200 00	1,200	1	1,200 00	1,200 00						
Sheboygan & Fond du Lac.....		No Data										
Western Union.....	3	945 00	2,835	15	618 00	9,270 00	80	444 64	35,371 39	117	471 56	55,172 27
Wisconsin Central.....	5	1,484 00	7,420	24	696 99	16,727 26	100	432 33	43,232 88	74	657 48	48,653 50
Wisconsin Valley.....	3	1,300 00	3,900	2	600 00	1,200 00	13	650 00	8,450 00	1	1,440 00	1,440 00
Chicago & Tom'h.....							5					
Fond du Lac, Amboy & Peoria	1	1,500 00	625	3	547 56	634 47	4	363 84	606 47	2	458 04	881 72
Galena & Wisconsin.....	1	720 00	180	1	600 00	150 00	6	180 00	270 00	2	510 00	255 00
Pine River Valley & Stevens Pt.							3	448 00	1,344 00	1	600 00	
Total	64		99,724	441		388,124 37	1709		987,065 22	1911		1,189,252 06

(1.) Operated for nine months only. (2.) Operated for five months only. (3.) Operated for three months only.

Number of Persons Employed, Character of Service, etc.

TABLE No. 19—Part 2.] *Number of persons employed, character of service, average salary paid each class, and the total amount paid each class.*

NAME OF COMPANY.	HELPERS IN SHOPS.			CONDUCTORS.			ENGINEERS.			FIREMEN AND WIPERS.			BRAKEMEN.		
	No.	Av. Saly.	Total.	No.	Av. Saly.	Total.	No.	Av. Saly.	Total.	No.	Av. Saly.	Total.	No.	Av. Saly.	Total.
C. M. & St. P.	1119593	16,663	745 94	197	877 92	85,168 24	286	1,021 08	292,027 28	510	478 68	244,126 80	428	539 16	230,760 44
C. & N. W.	207	873 00	180,711 00	383	1,043 00	399,468 00	558	588 00	328,104 00	487	540 00	262,980 00	428	539 16	230,760 44
C. St. P. & M.	101	.....	.....	56	.....	.....	87	.....	.....	.....	.....	.....	.....	.....	.....
Chp. F. & W.	.....	.....	.....	1	1,000 00	1,000 00	1	1,000 00	1,000 00	2	480 00	960 00	1	480 00	480 00
Gr. B. & Minn.	18500	00	9,000 00	8	700 00	5,600 00	10	840 00	8,400 00	15	390 00	5,850 00	18	420 00	7,560 00
Hud. & Riv. F.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mil., L. S. & W.	26351	00	9,126 00	12	825 50	9,906 15	15	832 08	12,481 20	28	365 40	10,231 20	24	380 00	9,120 00
Mil. & North.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mineral Point.	4380	62	1,522 50	2	900 00	18,000 00	4	1,020 00	4,080 00	6	514 58	3,087 50	4	450 00	1,800 00
Northwest'n U.	.....	.....	.....	3	820 00	2,460 00	5	1,043 00	5,215 00	5	588 00	2,940 00	6	570 00	3,420 00
North Wis.	.....	.....	.....	1	1000 00	1,000 00	11	200 00	1,200 00	2	540 00	1,080 00	3	540 00	1,620 00
P. du C. & M'G.	.....	.....	.....	1	1200 00	1,200 00	6	900 00	5,400 00	4	600 00	2,400 00	4	600 00	2,400 00
She. & F. du L.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West'n Union.	63290	89	18,326 01	27	653 46	17,643 32	31	812 09	25,174 73	67	386 32	23,179 28	56	404 68	22,662 80
Wis. Central.	13418	29	5,437 75	86	488 86	42,042 08	30	902 32	27,069 00	36	510 46	18,376 56	.....	.....	.....
Wis. Valley.	.....	.....	.....	4	840 00	3,360 00	5	1,080 00	5,400 00	4	600 00	2,400 00	7	540 00	3,780 00
Chi. & Tomah.	.....	.....	.....	2	600 00	1,200 00	2	780 00	1,560 00	2	468 00	936 00	.....	.....	.....
* F. d' L. A. & P.	1324	60	184 99	1	784 08	327 96	1	1,230 72	512 83	2	479 64	399 72	1	542 88	226 19
* Galena & Wis.	1100	00	25 00	1	600 00	150 00	2	600 00	300 00	3	360 00	270 00	.....	.....	.....
P. R. V. & S. P.	.....	.....	.....	1	608 00	608 00	1	853 00	853 00	1	390 00	390 00	.....	.....	.....
Total.....	1346	.....	707,318 19	610	.....	370,376 60	870	.....	790,141 64	1238	.....	644,731 06	1039	.....	546,808 93

¹ Included in the last.² Operated for 9 months only.³ Operated for 5 months only.⁴ Operated for 3 months only.

TABLE No. 19 — Part 3.] *Number of persons employed, character of service, average salary paid each class, and the total amount paid each class.*

NAME OF COMPANY.	SECTION FOREMEN.			SECTION LA BORERS.			ALL OTHER EMPLOYEES.		
	Flagmen, Switchtenders, Gatekeepers and Watchmen.			Total.			Total.		
	No.	Av. Salary	Total.	No.	Av. Salary	Total.	No.	Av. Salary	Total.
Chicago, Milwaukee & St. Paul.	178	\$ 501 72	\$ 89,306 16	301	\$ 485 40	\$ 146,105 40	2776	\$ 333 84	\$ 926,739 84
Chicago & Northwestern.	515	\$ 510 00	\$ 262,650 00	284	\$ 540 00	\$ 153,360 00	48	\$ 353 00	\$ 16,944 00
Chicago, St. Paul & Minneapolis	330	.....	.....	.....	.....	.....	.....	.....	.....
Chippewa Falls & Western.	2	\$ 360 00	\$ 720 00	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson & River Falls.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee, Lake Shore & West.	5376	\$ 68	\$ 1,883 40	23	\$ 480 00	\$ 11,040 00	90	\$ 300 00	\$ 27,000 00
Milwaukee & Northern.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mineral Point.	5420	00	2,100 00	.....	.....	.....	.....	.....	.....
Northwestern Union.	11	\$ 510 00	\$ 5,610 00	12	\$ 550 00	\$ 6,600 00	172	\$ 353 00	\$ 60,716 00
North Wisconsin.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor.	4	\$ 600 00	\$ 2,400 00	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union.	16	\$ 341 81	\$ 5,461 00	41	\$ 363 20	\$ 14,850 00	120	\$ 232 06	\$ 27,847 10
Wisconsin Central.	18	\$ 419 72	\$ 7,554 95	73	\$ 495 07	\$ 36,140 00	313	\$ 312 00	\$ 97,656 00
Wisconsin Valley.	4	\$ 480 00	\$ 1,920 00	10	\$ 600 00	\$ 6,000 00	50	\$ 360 00	\$ 18,000 00
Chicago & Tomah.	1	\$ 450 00	\$ 450 00	3	\$ 468 00	\$ 1,404 00	9	\$ 300 00	\$ 2,700 00
Fond du Lac, Amboy & Peoria.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galena & Wisconsin.	1	.....	.....	.....	.....	.....	.....	.....	.....
Pine River Valley & Stevens Pt.	1	\$ 1312 00	\$ 1,312 00	2	\$ 337 50	\$ 675 00	6	\$ 300 00	\$ 1,800 00
Total.	1091	.....	\$ 380,367 51	802	.....	\$ 307,594 34	3089	.....	\$ 1,209,106 08
									\$ 3,569
									\$ 1,552,917 52

270

Number of Passengers Employed — Character of Service, etc.

EARNINGS AND EXPENSES
OF
WISCONSIN RAILROADS
FROM 1871 TO 1879.

TABLE No. 15.

TRAIN MILEAGE.

NAME OF COM- PANY.	MILES RUN BY PAS- SENGER TRAINS.		NO. MILES RUN BY FREIGHT AND MIXED TRAINS.		NO. MILES RUN BY WOOD, GRAVEL AND CONSTRUCTION TRAINS.		NO. MILES RUN BY SWITCHING TRAINS.		TOTAL TRAIN MILEAGE.	
	On whole line.	In Wis- consin.	On whole line.	In Wis- consin.	On whole line.	In Wis- consin.	On whole line.	In Wis- consin.	On whole line.	In Wis- consin.
Chi., Mil. & St. P.	1,759,423	897,805	3,388,608	1,738,190	597,418	304,683	1,200,430	612,219	6,945,879	4,543,434
Chicago & N. W.	2,520,786	947,815	7,001,413	2,632,631	326,742	114,560	.....	.....	9,848,941	3,703,026
C., St. P. & Minn.'s	256,509	225,728	504,910	356,761	111,326	97,967	.....	.....	884,499	810,925
Chic. Falls & W'n.	12,896	12,896	6,448	6,448	6,338	.....	1,200	1,200	20,544	20,544
G. B. & Minn.	169,481	169,481	159,837	156,837	12,025	12,025	17,650	17,650	355,993	355,993
Mil., L. S. & W'n.	102,790	102,790	158,994	158,994	48,846	48,846	51,977	51,977	362,607	362,607
Mineral Point	.....	.....	75,060	72,057	1,030	989	.....	.....	76,090	73,046
N. W. Union	80,410	80,410	81,622	81,622	18,487	18,487	.....	.....	180,519	180,519
North Wisconsin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheb'n & F. du Li.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union	213,457	85,382	372,536	149,014	18,100	7,240	72,740	29,096	676,833	270,733
Wisconsin Central	388,490	388,490	320,251	320,251	41,708	41,708	57,772	57,772	808,221	808,221
Wisconsin Valley	55,980	55,980	63,700	63,700	11,000	11,000	.....	.....	130,680	130,680
Chicago & Tomah	.....	.....	12,896	12,895	.....	.....	.....	.....	12,896	12,896
F. du L., Amb. & P.	.....	.....	15,490	15,490	.....	.....	.....	.....	15,490	15,490
Galena & Wis.	.....	.....	5,860	4,395	.....	.....	.....	.....	5,860	4,395
P. R. V. & Stev. Pt.	.....	.....	19,968	19,968	.....	.....	.....	.....	19,968	19,968
Total	5,560,222	2,966,277	12,084,593	5,779,154	1,186,682	657,505	1,513,523	868,257	20,945,020	10,312,477

1 No record kept.

2 No separate passenger trains run.

Train Mileage.

Train Mileage — Increase and Decrease.

TABLE No. 16.] TRAIN MILEAGE, WITH INCREASE AND DECREASE.

NAME COMPANY.	TOTAL NUMBER OF MILES RUN BY PASSENGER TRAINS.			INCREASE AND DECREASE.		TOTAL NUMBER OF MILES RUN BY FREIGHT AND MIXED TRAINS.				INCREASE AND DECREASE.	
	Whole Line.			Whole Line.		Whole Line.				Whole Line.	
	1878.	1879.	In Wisconsin.	1878.	1879.	1878.	1879.	1878.	1879.	Incr.	Decr.
C.Mil. & St. Paul...	1,370,839	1,759,423	789,656	897,303	388,584	3,936,904	3,388,608	2,324,505	1,728,190	.....	548,296
Chicago & N. W. . .	2,514,792	2,520,788	871,693	947,815	5,994	6,688,131	7,001,413	2,672,047	2,632,531	313,282	.....
Chi., St. P. & Minn. .	106,846	256,509	94,025	225,728	149,663	121,271	404,910	106,719	356,761	283,639	.....
Chic. F.'ls & West'n	12,896	12,896	12,896	12,896	.....	6,448	6,448	.....	6,448	.....	.....
Green B. & Minne. .	167,053	169,481	167,053	169,481	2,428	126,825	156,837	126,825	156,837	80,512	.....
Mil., L. S. & West'n	87,179	102,790	87,179	102,790	15,611	161,785	158,994	161,785	158,994	.....	2,791
Mineral Point . . .	.....	.....	.....	.....	.....	70,000	75,000	67,650	72,057	5,060	.....
North-west'n Union	79,411	80,410	79,411	80,410	999	80,314	81,622	80,214	81,622	1,408	.....
North Wisconsin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheb'n & F. du L. .	286,103	213,457	120,654	85,382	.....	544,627	872,536	243,707	149,014	.....	17,2091
Western Union. . .	348,938	388,490	348,938	388,490	39,522	321,276	320,251	321,276	320,251	.....	1,025
Wisconsin Central.	56,340	55,980	56,340	55,980	.....	63,900	63,700	63,900	63,700	.....	200
Wisconsin Valley. .	.....	.....	.....	.....	360	.....	12,896	.....	12,896	.....	.....
Chicago & Tomah . .	.....	.....	.....	.....	.....	.....	15,490	.....	15,490	.....	.....
F. du L. Am. & P. .	.....	.....	.....	.....	.....	.....	5,860	.....	4,395	5,860	.....
Galena & Wisc. . .	.....	.....	.....	.....	.....	.....	19,968	15,600	19,968	4,368	.....
P. R. V. & St. P't.	.....	.....	.....	.....	.....	15,600	.....	.....	.....	.....	.....
Total.....	5,030,396	5,560,222	2,627,845	2,966,277	529,826	12,136,481	12,084,593	6,190,176	5,779,154	.....	51,888

(*) No exclusive passenger trains.

(*) For nine months.

(*) Not reported.

Tonnage of the Different Kinds of Freight Carried.

TABLE No. 17.] TONNAGE OF THE DIFFERENT KIND OF FREIGHTS CARRIED.

NAME OF COM- PANY.	Grain.	Flour.	Provi- sions.	Salt, cemen't, water, lime and stucco	Manufactures, including agri'l impls, furniture and wagons.	Live stock.	Lumber and forest pro- ducts.	Iron, lead, and mineral products.	Store, brick, lime, sand, etc.	Coal.	Merchandise, and other articles.	All other freights not above enumerated.	WHOLE LINE. Total freight in tons.	Total for Wisconsin.
Chi. Mil. & St. P.	601,708	203,900	40,179	34,865	34,084	143,138	340,170	98,978	105,059	114,554	240,042	299,042	255,120	1,179,473
(1) Chi. & N. Ws'n	92,884	51,615	5,800	3,575	.....	2,480	66,607	17,181	3,247	6,602	97,357	17,473	4,086,880	1,429,400
Chi. St. P. & Minn's	2,053	2,517	415	230	139	10	12	.....	289	489	1,734	1,074	864,771	320,998
Chipp. Falls & Ws'n	25,951	5,692	1,323	1,615	2,255	1,505	65,421	445	1,022	2,416	8,259	.....	8,962	8,962
Green Bay & Minn	26,826	5,388	7,832	1,222	20,403	2,793	36,107	23,200	6,637	4,698	22,924	.....	115,903	115,903
Mil., L. S. & Ws'n.	17,585	234	59	902	232	15,752	4,740	9,430	244	2,073	9,853	.....	158,950	158,950
Mineral Point....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61,104	58,707
(1) N. W. Union..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	215,418	215,418
(2) North Wis..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(2) Sheb. & Fon'Lac	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union	108,094	2,730	8,683	7,455	9,762	24,931	51,980	2,622	13,749	70,756	47,660	.....	888,423	258,118
Wis. Central.....	31,186	10,458	12,510	2,573	12,642	6,527	151,928	7,105	4,992	5,084	21,756	33,396	299,358	299,358
Wisconsin Valley.	1,986	866	585	790	265	165	95,694	27	845	180	6,587	11,154	108,599	108,599
(2) Chi. & Tomah.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(1) F duL. Amb. & P.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,202	13,202
(3) Galena & Wis.	176	.....	.....	.....	.....	.....	1,880	96	82	.....	40	119	2,843	1,757
P. R. Val. & Stv. P.	2,779	1,276	534	119	42	1,421	488	.....	.....	37	1,531	193	8,371	8,371
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,997,403	4,177,215

(1) No classification of commodities kept.

(2) Tonnage not reported.

(3) For three months.

Table of Accidents.

TABLE OF ACCIDENTS FOR THE YEAR 1879.

NAME OF COMPANY.	PASSENGERS.				EMPLOYEES.				OTHERS.				NUMBER OF EACH CLASS.				TOTAL.	
	From causes beyond their control.		By mismanagement or want of caution.		From causes beyond their control.		By mismanagement or want of caution.		From causes beyond their control.		By mismanagement or want of caution.		Killed.		Injured.		Killed.	Injured.
	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Kil.	Inj.	Pas- seng'rs.	Emp- loyees.	Others.	Pas- seng'rs.	Emp- loyees.	Others.
Chicago, Mil. & St. Paul.....					1	5	6	26			25	23	7	31	23		32	54
Chicago & Northwestern.....	1	1			5	11	16	30			35	28	1	41	28		57	71
Chi., St. Paul & Minneap'ls.....						2	4	6			1	4		8	4		5	12
Chippewa Falls & West'n*.....																		
Green Bay & Minn*.....																		
Hudson & River Falls*.....																		
Mil. L. Shore & Western.....			4											4				4
Mineral Point*.....																		
Northwestern Union*.....							1	3					1	3			1	3
North Wisconsin.....																		
Pr. du Chien & Mc Gregor.....																		
Sheboygan & Fond du Lac*.....			1	1		7												
Western Union.....						26		1				2	1	1	2		2	9
Wisconsin Central.....																	3	28
Wisconsin Valley.....							1	1									2	1
Chicago & Tomah*.....																		
Fond' Lac, Amb'y & Peoria*.....																		
Galena & Wisconsin*.....																		
Pine R. Val. & Stevens Pt*.....																		
Total.....	1	2	1	6	7	51	28	66			65	57	2	35	65	8	117	182
In Wisconsin.....			1	5	1	37	11	30			21	26	1	12	21	6	67	99

* No accidents.

Number of Persons Employed, Character of Service, etc.

TABLE No. 19 — Part 1.] *Number of Persons Employed; Character of Service, Average Salary paid Each Class; and the Total Amount Paid Each Class.*

NAME OF COMPANY.	DIVISION ASST' SUP'S AND ROADMASTERS			CLERKS IN GENERAL OFFICES.			AGENTS & CLERKS AT ALL STATIONS.			MASTER AND SKILLED MECHANICS.		
	No.	Av. Salary.	Total.	No.	Av. Salary.	Total.	No.	Av. Salary.	Total.	No.	Av. Salary.	Total.
Chicago, Milwaukee & St. Pl.	25	1,444 80	\$36,120	236	758 88	179,095 64	428	612 36	262,090 08	3	1,819 92	\$5,459 76
Chicago & Northwestern.....	20	2,069 00	41,384	140	830 00	116,217 00	871	660 00	575,473 00	1086	628 50	1,059,744 00
Chicago, St. Paul & Minn.....							76					
Chippewa Falls & Western.....				4	750 00	3,000 00						
Green Bay & Minnesota.....	1	1,200 00	1,200				40	511 13	20,445 20	4	725 00	2,900 00
Hudson & River Falls.....												
Mil'kee, Lake Shore & Western	2	1,380 00	2,760	9	651 95	6,520 00	45	442 20	19,899 20	13	693 12	9,010 56
Milwaukee & Northern.....				2	950 00	1,900 00						
Mineral Point.....	2	1,050 00	2,100	1	720 00	720 00	10	550 00	5,500 00	8	779 41	6,236 25
Northwestern Union.....				1	540 00	540 00	21	513 00	10,773 00			
North Wisconsin.....				1	900 00	900 00	7	480 00	3,360 00			
Prairie du Chien & McGregor	1	1,200 00	1,200		1,200 00	1,200 00						
Sheboygan & Fond du Lac...		No Data										
Western Union ¹	3	945 00	2,835	15	618 00	9,270 00	80	444 64	35,571 39	117	471 56	55,173 27
Wisconsin Central.....	5	1,484 00	7,420	24	686 99	16,727 26	109	432 33	43,232 88	74	657 48	48,653 50
Wisconsin Valley.....	3	1,300 00	3,900	2	600 00	1,200 00	13	650 00	8,450 00	1	1,440 00	1,440 00
Chicago & Tom'ah.....							5					
Fond du Lac, Amboy & Peoria ²	1	1,500 00	625	3	547 56	634 47	4	363 84	606 47	2	458 04	381 72
Galena & Wisconsin ³	1	720 00	180	1	630 00	150 00		6180 00	270 00	2	510 00	255 00
Pine River Valley & Stevens Pt.							3	448 00	1,344 00	1	600 00	
Total	64		99,724	441		388,124	37	1709	987,065	22	1911	1,189,252

(1.) Operated for nine months only. (2.) Operated for five months only. (3.) Operated for three months only.

Number of Persons Employed, Character of Service, etc.

TABLE No. 19—Part 2.] *Number of persons employed, character of service, average salary paid each class, and the total amount paid each class.*

NAME OF COMPANY.	HELPERS IN SHOPS.			CONDUCTORS.			ENGINEERS.			FIREMEN AND WIPERS.			BRAKEMEN.		
	No.	Av. Sal'y.	Total.	No.	Av. Salary.	Total.	No.	Av. Salary.	Total.	No.	Av. Salary.	Total.	No.	Av. Sal'y.	Total.
C. M. & St. P.	1119593	\$ 16863	745 94	197	\$ 877 92	85,168	24286	\$ 1,021 08	292,287	510	\$ 478 68	244,126	80	\$ 428 539	16 230,760 44
C. & N. W.	.....	.....	.....	207	873 00	180,711	00	383	1,043 00	399,468	558	588 00	328,104	00	487 540 00 262,980 00
C. St. P. & M.	101	.....	.....	56	.....	.....	87	.....	.....	.....	.....	.....	.....	.....	.....
Chap. F. & W.	.....	.....	.....	11000	09	1,000 00	11,000 00	11,000 00	1,000 00	2	480 00	960 00	1480 00	480 00	.....
Gr. B. & Minn.	18500	00	9,000 00	8	700 00	5,600 00	10	840 00	8,400 00	15	390 00	5,850 00	18 420 00	7,560 00	.....
Hud. & Riv. F.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mil. L. S. & W.	26351	00	9,126 00	12	825 50	9,906 15	15	832 08	12,481 20	28	365 40	10,231 20	24 380 00	9,120 00	.....
Mil. & North.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mineral Point.	4380	62	1,522 50	2	900 00	18,000 00	41	1,020 00	4,080 00	6	514 58	3,087 50	4450 00	1,800 00	.....
Northwest'n U.	.....	.....	.....	8	820 00	2,460 00	51	1,043 00	5,215 00	5	588 00	2,940 00	6570 00	3,420 00	.....
North Wis.	.....	.....	.....	11000	00	1,000 00	11,200 00	11,200 00	1,200 00	2	540 00	1,080 00	8540 00	1,620 00	.....
P. du C. & M'G.	.....	.....	.....	11200	00	1,200 00	6	900 00	5,400 00	4	600 00	2,400 00	4600 00	2,400 00	.....
She. & F. du L.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West'n Union	63290	89	18,326 01	27	653 46	17,643 32	31	812 09	25,174 73	69	386 32	23,179 28	56 404 68	23,662 80	.....
Wis. Central.	13418	29	5,437 75	86	488 86	42,042 08	80	902 32	27,069 60	36	510 46	18,376 56	.....	.....	.....
Wis. Valley.	.....	.....	.....	4	840 00	3,360 00	51	1,080 00	5,400 00	4	600 00	2,400 00	7540 00	3,780 00	.....
Chi. & Tonah.	.....	.....	.....	2	600 00	1,200 00	2	780 00	1,560 00	2	468 00	936 00	.....	.....	.....
F. d' L. A & P.	1324	00	184 99	1	784 08	327 96	11,250 72	512 83	399 72	2	479 64	899 72	1542 88	226 19	.....
Galena & Wis.	1100	00	25 00	1	600 00	150 00	2	300 00	300 00	3	360 00	270 00	.....	.....	.....
P. R. V. & S. P.	.....	.....	.....	1	608 00	608 00	1	853 00	853 00	1	390 00	390 00	.....	.....	.....
Total.....	1846	.....	707,318 19	610	.....	370,376 60	870	.....	790,141 64	1238	.....	644,731 06	1089	.....	546,808 93

¹ Included in the last. ² Operated for 9 months only. ⁴ Operated for 3 months only.

EARNINGS AND EXPENSES
OF
WISCONSIN RAILROADS
FROM 1871 TO 1879.

Chicago, Milwaukee & St. Paul Railway — earnings.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.
Comparative Statement of Earnings and Expenses — whole line.

EARNINGS.

MONTHS.	1871.	1872.	1 8 73.	1874.	1875.	1876.	1877.	1878.	1879.
		\$		\$	\$	\$	\$	\$	\$
January ..	394,909 29	459,619 33	332,888 01	631,723 84	454,070 83	532,532 16	373,324 38	687,137 63	588,712 85
February.	315,790 21	386,364 44	422,058 96	636,616 35	309,878 05	513,957 79	396,099 39	650,669 50	467,924 83
March ...	392,381 35	424,406 40	552,222 34	563,765 96	486,081 53	560,892 34	460,214 00	648,439 16	612,353 11
April	453,646 29	464,517 07	558,980 33	689,421 01	605,691 02	592,684 74	480,964 47	746,155 00	638,687 46
May	618,493 74	547,667 69	754,469 68	865,693 85	654,975 05	748,186 26	576,731 02	774,743 86	793,513 19
June	636,345 06	560,449 84	887,433 32	815,714 34	632,581 19	830,259 02	544,360 96	615,745 77	756,016 91
July	462,852 94	461,278 80	802,901 65	722,345 83	781,606 77	660,693 47	534,910 43	635,060 88	742,141 60
August ...	506,557 01	544,800 04	744,163 44	660,355 30	589,663 09	543,725 63	659,927 49	507,213 09	692,032 23
September	793,993 95	780,040 99	1,145,987 54	763,077 51	696,017 04	617,653 74	1,131,749 63	661,815 76	994,104 37
October ..	814,201 82	915,485 34	970,389 57	813,030 52	914,424 85	787,909 43	1,136,392 20	803,546 49	.....
November	630,727 96	677,814 72	739,469 12	661,090 50	864,852 90	720,203 60	864,522 09	789,952 24	.....
December.	471,713 40	509,972 63	890,703 16	651,121 35	740,659 73	597,567 08	659,138 80	706,221 74	.....
Totals...	6,491,602 02	7,722,417 29	8,731,667 14	8,473,956 36	7,780,802 05	7,710,215 22	7,818,324 80	8,226,591 12	.....

Chicago, Milwaukee & St. Paul Railway — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	289,248 78	314,918 76	400,579 17	405,452 34	329,046 14	368,962 37	331,346 77	335,491 89	395,991 58			
February ..	267,938 72	324,540 99	412,412 87	423,364 02	347,677 53	328,974 28	383,728 59	360,827 83	358,786 08			
March	285,790 72	331,652 87	521,762 12	436,704 31	346,625 86	346,986 91	284,387 02	392,376 41	390,870 70			
April	277,212 91	358,933 65	533,764 79	460,879 57	361,998 23	383,418 32	302,634 88	445,312 36	438,953 66			
May	340,282 86	435,132 52	542,620 27	578,293 05	419,888 14	427,324 73	326,667 02	427,972 80	444,065 63			
June	340,532 82	407,947 26	578,512 12	544,238 91	474,007 82	456,446 61	343,192 51	399,332 06	408,824 97			
July	319,798 55	381,848 54	638,822 37	520,663 66	521,828 73	454,104 73	332,018 79	398,460 93	474,628 38			
August ...	315,082 82	424,461 94	628,156 08	520,543 12	431,934 91	413,669 96	396,957 39	362,894 63	455,648 92			
September	420,888 72	420,100 31	701,202 65	571,847 20	455,514 42	424,313 17	571,699 64	401,661 16	491,216 04			
October ..	367,862 29	473,676 17	625,352 70	441,184 26	487,583 36	413,936 09	479,713 59	420,604 34	.....		
November	329,685 75	423,008 57	537,400 47	401,714 96	458,563 29	468,619 56	450,944 88	419,298 44	.....		
December	296,030 12	399,896 39	463,068 13	447,729 89	459,016 24	390,612 21	375,694 06	364,331 22	.....		
Totals..	3,850,354 56 4	695,615 97 6	583,662 74 5	752,615 29 5	5,093,634 67 4	877,368 94 4	478,975 68 4	728,126 57	.....		

¹ Earnings and expenses of elevators are not included in these statements.

Western Union Railroad — Earnings.

THE WESTERN UNION RAILROAD.
Comparative Statement of *Earnings and Expenses.*

EARNINGS.

MONTHS.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January..	\$ 44,235 34	\$ 60,397 71	\$ 58,139 87	\$ 63,300 45	\$ 72,226 72	\$ 77,997 25	\$ 67,625 08	\$ 87,523 92	\$ 80,208 06
February..	46,501 78	54,269 45	58,698 92	63,854 96	60,720 54	80,910 00	58,629 15	68,081 65	65,238 22
March ...	54,220 16	51,053 50	55,841 14	68,405 26	78,550 91	93,108 37	69,044 07	74,599 24	79,701 61
April.....	54,613 06	53,467 81	55,809 29	75,149 44	73,170 29	70,137 82	65,202 21	79,225 91	72,204 12
May	82,725 58	70,056 50	73,834 75	98,732 57	79,128 60	80,957 65	76,031 22	96,781 81	97,402 33
June.....	90,546 12	85,627 96	119,565 64	120,793 20	90,449 98	104,292 13	69,241 35	71,439 40	87,658 06
July	67,179 09	63,944 31	107,726 63	100,129 62	124,511 37	80,569 31	81,193 62	68,884 53 *	.....
August...	83,244 89	75,902 17	113,517 56	111,086 42	110,238 01	78,758 18	104,333 56	102,288 41	.....
September	101,356 79	105,512,48	162,127 19	116,289 06	119,890 46	91,970 21	136,697 08	121,767 88	.....
October ..	86,260 08	94,825 81	138,757 56	122,201 20	125,598 10	117,146 37	121,898 77	116,141 55	.....
November	70,080 02	67,673 01	121,188 18	95,899 35	117,582 34	92,587 49	92,234 44	87,796 74	.....
December.	61,307 31	64,380 50	82,427 50	87,316 28	109,372 69	79,480 62	82,938 24	87,200 40	.....
Totals...	842,169 22	847,111 21	1,137,634 23	1,123,107 81	1,160,430 01	1,047,915 40	1,025,038 79	1,061,731 44	.....

Western Union Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	35,984 38	54,520 47	57,006 56	50,743 72	55,533 41	55,523 54	51,679 77	65,857 79	58,944 23			
February.	40,062 33	50,034 79	65,731 24	51,387 93	53,886 91	56,037 70	44,989 03	55,146 43	47,599 78			
March ...	47,159 70	49,850 60	62,150 11	53,178 90	56,765 43	61,924 40	45,383 44	63,889 41	53,048 79			
April	49,319 23	59,973 77	55,595 94	59,969 27	59,928 12	64,730 60	45,303 41	64,372 19	59,556 83			
May	60,255 76	65,764 99	65,683 39	68,058 07	62,035 07	69,971 45	56,333 71	63,048 84	64,083 33			
June	51,139 65	60,010 55	78,561 73	73,183 20	68,974 16	73,774 66	54,471 77	60,459 99	60,426 49			
July	52,398 26	55,897 20	77,760 49	74,016 72	71,953 04	68,182 61	56,637 71	56,388 15	*			
August ..	59,515 92	60,337 27	82,804 84	71,751 11	87,737 72	68,250 11	67,224 18	72,059 08	.....		
September	68,692 92	61,321 30	93,493 96	70,767 80	81,281 65	87,545 65	71,944 14	57,378 60	.....		
October ..	58,071 56	66,034 41	88,171 70	74,334 30	75,876 19	79,653 55	69,311 08	65,438 42	.....		
November	60,345 15	60,098 48	89,040 76	63,104 35	78,405 85	57,099 16	71,886 68	62,507 37	.....		
December	55,428 34	59,116 35	62,240 66	57,663 84	77,909 98	56,675 99	63,454 61	67,229 43	.....		
Totals..	638,373 20	702,960 18	878,241 37	768,164 21	830,287 53	799,369 42	699,019 43	753,775 70	.....		

*Balance of year included with Chicago, Milwaukee & St. Paul.

Chicago & Northwestern Railway — Earnings.

THE CHICAGO & NORTHWESTERN RAILWAY.
Comparative Statement of Earnings and Expenses.

EARNINGS.

Month.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January ..	\$ 656,427 91	\$ 774,856 40	\$ 752,467 57	\$ 1,014,513 85	\$ 825,468 69	\$ 808,842 06	\$ 721,023 55	\$ 997,780 34	\$ 943,174 50
February ..	602,451 86	714,121 88	765,249 09	900,764 79	671,784 30	854,626 56	714,116 27	1,004,194 05	831,585 37
March	774,993 62	846,393 96	967,258 36	1,024,060 77	970,063 77	944,449 81	804,556 20	994,864 10	999,638 37
April	789,641 42	900,375 59	1,034,022 55	1,080,193 35	1,024,389 26	919,977 57	853,894 52	1,138,474 35	1,024,286 53
May	1,094,101 34	1,074,779 30	1,256,072 33	1,290,595 88	1,164,458 67	1,090,751 53	930,014 47	1,346,003 14	1,312,007 50
June	952,899 78	1,070,459 86	1,309,578 57	1,163,522 42	1,052,890 52	1,232,407 40	927,143 22	962,153 92	1,286,114 41
July	851,846 45	1,029,957 73	1,249,444 84	1,011,685 05	1,257,892 17	1,015,992 13	934,887 94	1,066,284 85	1,215,760 86
August....	1,099,337 78	1,196,700 27	1,316,327 14	1,118,370 66	1,098,634 14	986,682 81	1,141,310 08	1,179,254 60	1,244,483 35
September 1, 281,574 36	1,303,304 21	1,520,638 19	1,254,255 36	1,206,806 39	1,182,880 29	1,182,880 29	1,559,367 71	1,347,007 44	1,581,904 42
October ...	1,047,318 08	1,433,945 47	1,516,583 25	1,407,974 96	1,409,168 45	1,403,992 79	1,471,214 08	1,459,099 12	.....
November 1, 006,235 34	1,067,386 67	1,075,907 55	1,065,725 84	1,196,333 03	1,117,349 04	1,138,119 12	1,304,853 62	.....	.....
December ..	852,422 52	859,779 61	1,052,915 15	1,030,027 58	933,339 12	909,640 58	928,747 69	991,210 26	.....
Totals...	11,008,280 46	12,272,063 98	13,816,464 59	13,361,690 46	12,811,228 51	12,467,542 57	12,129,394 83	13,791,179 26	.....

Chippewa Falls & Western Railway—Earnings.

CHIPPEWA FALLS & WESTERN RAILWAY.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January	\$ 1,915 84	\$ 1,730 33	\$ 1,689 48	\$ 1,538 04
February	1,897 56	1,897 47	1,883 81	1,064 29
March	2,435 67	2,119 93	2,069 88	1,910 82
April	3,441 19	2,896 06	2,047 82	2,217 18
May	3,463 19	2,293 46	2,380 96	2,440 06
June	2,551 09	1,976 62	1,678 27	2,490 84
July	2,448 39	2,664 68	1,810 28	2,314 30
August...	2,077 38	1,652 22	1,797 10	2,116 68
September	2,335 56	2,256 92	2,219 55	2,577 55
October	2,914 08	2,585 96	2,740 43	.....
November	3,123 39	2,762 59	2,825 64	.....
December	2,420 55	2,532 49	2,999 44	.....
Totals..	31,028 89	27,368 73	25,862 66	.....

Chippewa Falls & Western Railway—Expenses.

EXPENSES.											
January	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$1,071 23
February	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,100 78
March	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	979 90
April	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,058 61
May	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,194 25
June	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,162 46
July	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,069 87
August	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,238 68
September	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,118 91
October	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$1,269 57
November	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,386 22
December	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,171 60
Totals	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$3,947 39
Did not keep the account by months.										\$14,317 98	\$14,285 60
Did not keep the account by months.											

Madison & Portage Railroad — Earnings.

THE MADISON & PORTAGE RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
January	\$	\$ 2,330 33	\$ 1,554 40	\$ 2,048 75	\$ 1,674 34	\$ 2,836 74	\$ 3,036 54	\$ 3,286 76
February .....	.....	2,220 23	1,743 49	2,307 15	941 29	2,657 47	2,122 73	4,175 87
March .....	.....	2,803 50	2,231 23	3,592 71	2,029 08	3,236 64	1,930 87	4,475 21
April	1,324 55	2,733 25	1,734 81	3,023 89	2,404 22	2,699 67	2,266 85	4,809 40
May	1,713 98	3,400 42	2,939 62	3,024 71	2,412 62	2,716 01	2,927 73	4,222 63
June	1,827 38	3,486 24	2,702 58	3,950 90	2,815 54	3,145 13	3,925 99	2,481 63
July	1,688 69	3,919 56	2,503 59	2,707 85	3,434 14	3,117 06	3,384 56	3,648 48
August	3,160 48	4,088 85	3,551 26	1,412 84	2,459 29	3,114 01	4,087 71	3,407 19
September	3,723 76	4,333 45	4,433 94	2,147 32	3,747 35	2,735 50	5,737 34	.....
October	3,276 39	3,432 50	2,531 44	2,838 06	3,531 35	3,059 58	4,878 34	.....
November	2,741 34	3,285 45	2,406 00	2,044 10	3,193 11	3,459 69	5,240 46	.....
December	2,055 23	2,207 82	2,184 29	2,076 83	2,636 85	2,752 85	3,913 60	.....
Totals	21,511 20	38,241 60	30,516 65	32,174 61	31,269 18	34,080 35	43,852 72	31,507 17

Madison & Portage Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$
January.....	2,304 08	2,416 50	2,237 76	2,358 58	2,296 45	2,327 43	2,166 38		
February.....	2,635 43	2,665 80	2,675 11	3,796 34	2,349 09	1,919 93	2,114 30		
March.....	3,044 04	3,242 98	2,181 64	4,061 57	2,369 80	2,074 32	2,300 14		
April.....	2,226 61	2,158 53	2,770 42	2,819 02	3,804 53	2,182 28	3,941 35		
May.....	2,391 03	2,562 17	2,516 01	2,933 67	5,363 01	5,537 81	4,704 36		
June.....	2,533 62	2,319 04	2,499 44	3,440 93	3,403 79	2,414 81	4,947 92		
July.....	2,385 49	2,513 58	2,431 31	3,665 42	2,878 65	2,537 90	6,105 81		
August.....	2,345 35	3,080 89	2,666 13	3,021 83	3,831 44	2,153 94	3,971 58		
September.....	2,449 11	2,397 00	2,642 87	3,010 05	4,792 17	3,355 06	.....	
October.....	2,479 88	2,802 85	2,798 01	2,457 16	4,204 10	2,502 41	.....	
November.....	2,586 53	2,119 01	2,494 57	2,557 80	2,695 82	2,711 14	.....	
December.....	2,208 20	2,024 60	2,126 36	2,462 03	1,143 29	2,145 69	.....	
Totals.....	30,051 97	29,302 90	30,109 63	36,484 39	40,132 14	31,862 72	30,251 77		

NOTE.—Earnings and expenses included with Chicago, Milwaukee & St. Paul, since September 1, 1878.

Northwestern Union Railway — Earnings.

THE NORTHWESTERN UNION RAILWAY.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$.....	\$ 17,066 84	\$ 14,891 24	\$ 14,636 73	\$ 18,152 42	\$ 25,073 00	\$ 19,142 30
February.....	.....	17,186 00	11,344 02	24,127 63	18,294 97	21,244 48	15,104 73
March.....	799 36	19,468 80	20,465 07	23,293 20	20,549 12	20,781 63	20,322 78
April.....	344 44	21,153 00	19,138 59	18,421 51	19,989 32	24,337 21	19,922 53
May.....	134 66	21,830 16	19,722 06	23,115 40	20,581 29	20,744 68	26,201 44
June.....	255 23	23,922 41	23,436 87	24,169 88	18,812 71	20,813 05	24,432 47
July.....	184 16	18,495 95	23,528 47	23,197 43	19,379 00	22,587 06	19,790 01
August.....	208 97	19,972 09	17,750 00	21,610 57	19,563 31	26,785 51	19,944 43
September.....	11,620 36	22,885 49	29,794 12	30,184 69	32,895 43	28,829 72	33,586 43
October.....	17,189 79	20,880 57	18,193 60	30,694 08	31,272 48	30,713 51	.....
November....	16,931 88	17,824 72	24,611 10	21,683 23	24,877 64	23,508 36	.....
December.....	20,675 42	18,012 01	17,626 41	20,550 55	21,946 61	24,570 29	.....
Totals.....	63,844 27	238,198 04	250,001 55	275,683 89	266,314 26	289,939 10	.....

Northwestern Union Railway — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$
January .....	.....	7,690 93	13,874 81	13,698 60	17,679 03	14,478 92	17,133 07	
February .....	.....	8,642 46	8,648 25	7,947 41	10,441 96	11,817 88	9,461 14	
March .....	.....	8,599 43	9,557 54	14,921 88	10,300 93	10,593 43	12,622 88	
April	284 50	8,664 54	10,300 63	8,796 16	9,282 78	12,317 09	8,811 13	
May	280 96	*7,787 54	7,574 66	11,259 23	7,644 18	20,888 22	13,489 42	
June	277 00	9,549 12	11,126 70	18,756 79	9,807 70	9,725 95	22,234 10	
July	309 29	7,917 36	10,269 96	10,813 03	10,041 59	14,408 42	19,788 14	
August	293 71	9,527 31	14,135 39	17,380 50	16,041 02	17,469 20	27,217 26	
September	3,587 38	9,168 22	12,349 74	14,458 25	9,537 89	16,006 37	30,720 49	
October	9,379 00	9,809 79	13,216 58	15,722 76	9,888 42	9,504 94	.....
November	7,611 32	9,498 27	11,880 21	11,512 14	9,237 88	10,558 11	.....
December	7,833 41	8,727 46	11,801 67	11,364 55	9,374 72	9,456 87	.....
Totals	29,856,57	91,066 35	134,736 14	156,621 29	129,278 10	156,985 41	.....

* This item is a credit to operating expenses.

Mineral Point Railroad Company—Earnings.

THE MINERAL POINT RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January	\$ 7,514 18	\$ 9,052 62	\$ 8,035 27	\$ 10,428 20	\$ 8,707 52	\$ 8,535 55	\$ 8,084 48	\$ 14,317 85	\$ 9,702 44
Feb....	6,209 99	7 329 68	7,581 37	8,691 65	6,370 26	10,662 04	9,117 39	10,451 81	7,351 66
March..	7,210 38	8,440 78	9,160 29	10,107 87	8,086 33	8,316 23	9,624 98	9,567 19	7,980 14
April...	6,587 40	8,641 04	8,652 97	11,879 48	7,602 07	7,362 08	7,648 15	10,242 67	6,894 31
May ...	9,846 93	9,953 57	12,934 42	11,155 97	8,093 59	8,763 30	9,678 15	11,004 99	9,457 19
June...	9,499 86	9,534 14	11,431 04	12,370 75	9,037 60	11,488 40	9,090 60	8,842 53	9,370 39
July ...	5,933 63	8,335 87	11,000 80	8,260 78	12,633 47	7,824 24	8,239 11	6,522 12	7,053 91
August..	7,156 04	8,344 86	8,579 55	7,029 79	8,755 64	8,193 26	9,135 04	8,415 14	7,551 91
Sept....	10,498 44	10,430 00	12,656 78	9,688 29	10,700 27	9,905 78	14,772 83	12,628 75	10,532 03
October	8,760 95	13,478 06	13,737 82	12,798 33	13,088 12	13,654 02	12,056 20	13,221 28	.....
Nov ...	10,678 51	10,836 01	11,656 36	12,161 00	11,543 16	11,847 71	10,305 69	12,960 56	.....
Dec ...	8,170 59	10,666 44	12,695 66	10,113 70	10,162 69	11,750 19	11,215 49	10,200 27	.....
Totals	98,066 90	115,043 06	128,122 33	124,685 99	114,840 72	118,301 80	118,968 01	128,875 21	.....

Wisconsin Central Railroad—Earnings.

THE WISCONSIN CENTRAL RAILROAD.

[The Phillips & Colby Construction Company until December 17, 1877.]

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January	\$ 8,799 77	\$ 44,284 74	\$ 38,875 21	\$ 51,585 96	\$ 64,676 08	\$ 55,320 97	\$ 58,107 42
February	9,529 75	46,470 35	20,389 93	59,444 67	56,942 47	58,449 37	54,806 35
March	13,229 61	62,439 81	43,990 90	65,122 16	65,092 44	64,572 23	72,619 77
April	12,983 83	53,213 39	68,474 55	69,147 46	57,616 30	62,062 67	63,827 95
May	13,792 45	49,822 45	54,278 80	61,194 90	56,950 55	59,825 67	69,362 20
June	12,788 12	55,162 49	57,220 95	57,987 23	54,612 96	52,770 79	66,055 56
July	15,179 74	53,381 94	56,310 01	50,457 93	56,961 93	51,807 06	60,829 66
August	13,680 69	50,638 69	50,168 11	50,489 95	51,766 38	51,486 55	57,299 71
September	16,279 97	50,468 49	56,702 29	58,150 81	65,884 26	61,931 86	76,679 42
October	19,145 53	59,729 97	66,666 42	69,340 62	79,772 66	77,684 03	.....
November	13,667 29	49,973 56	65,158 54	64,811 27	68,194 98	69,049 38	.....
December	39,684 79	44,969 08	54,429 67	63,134 69	59,764 18	69,308 72	.....
Totals	188,161 54	620,454 96	632,664 88	720,367 64	734,235 19	733,819 30	.....

Wisconsin Central Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	7,703 01	31,740 97	26,551 13	31,572 49	39,152 04	40,514 16	34,526 45		
February	6,323 15	29,653 35	29,060 83	33,873 61	37,244 10	42,678 28	36,586 43		
March	7,023 51	29,610 33	31,583 68	33,823 71	38,370 40	45,190 45	41,435 99		
April	6,758 57	31,083 56	28,494 74	36,053 72	37,185 16	43,535 76	48,393 26		
May	6,743 24	39,025 73	30,337 56	37,362 55	42,674 99	38,889 60	44,267 65		
June	6,752 74	33,330 04	35,570 13	37,573 54	41,876 28	39,694 53	40,662 56		
July	6,567 81	30,515 50	32,239 94	36,942 70	37,781 68	35,223 23	35,260 11		
August	7,311 50	28,393 47	33,933 98	35,573 36	36,179 16	35,490 66	40,028 32		
September	7,058 24	26,781 06	38,670 43	35,519 06	44,950 19	34,856 14	42,381 09		
October	7,590 58	32,795 84	32,397 01	36,751 30	39,816 56	42,560 86	.....	
November	10,542 25	27,856 23	31,121 67	36,149 03	39,722 42	37,296 72	.....	
December	31,683 51	33,035 54	30,045 24	36,906 39	39,700 40	38,516 46	.....	
Totals	112,063 11	373,676 62	380,006 34	427,411 46	474,653 38	474,497 06	.....	

Wisconsin Valley Railroad — Earnings.

THE WISCONSIN VALLEY RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$.....	2,998 33	\$ 6,497 88	\$ 10,586 23	\$ 8,784 32	\$ 10,211 53	\$ 9,644 88
February.....	.....	5,552 33	4,637 58	13,990 40	12,038 90	12,264 44	9,924 23
March.....	.....	7,114 58	9,671 92	11,260 42	15,411 28	17,179 67	14,616 78
April.....	.....	7,366 27	12,137 75	15,959 85	18,416 15	18,764 41	14,925 61
May.....	1,507 30	4,944 80	13,160 05	20,901 41	17,683 86	18,804 38	18,070 20
June.....	1,719 06	5,578 21	15,688 39	22,748 84	15,219 21	19,150 33	20,366 52
July.....	2,722 82	6,847 10	13,237 45	18,233 52	19,965 77	17,270 62	19,650 27
August.....	3,027 92	5,383 19	13,452 02	16,031 51	15,641 69	15,583 57	21,266 61
September.....	4,143 12	7,999 28	15,749 77	17,019 98	16,333 79	17,712 04	25,543 21
October.....	3,769 81	6,791 55	16,445 87	17,596 86	17,533 29	22,148 77	.....
November.....	5,253 81	8,309 56	14,062 36	11,832 14	15,372 47	17,130 79	.....
December.....	2,753 04	10,367 51	11,642 77	8,973 82	12,785 88	10,688 67	.....
Totals.....	24,900 88	79,252 71	146,889 81	185,184 48	185,236 61	196,909 72	.....

Wisconsin Valley Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$
January.....	.....	5,216 14	5,840 06	7,245 29	7,362 94	7,318 12	\$ 6,899 22
February.....	.....	4,597 71	6,304 01	8,508 28	7,381 65	8,579 55	6,979 08
March.....	.....	5,788 12	6,980 00	8,399 59	7,822 86	9,863 93	11,273 63
April.....	.....	4,420 12	7,042 19	10,000 01	12,960 48	11,077 38	14,145 72
May.....	460 95	4,742 16	7,602 58	12,644 83	10,126 24	11,762 28	10,744 11
June.....	2,341 89	4,502 66	8,950 33	12,215 16	9,806 41	7,926 11	10,648 99
July.....	2,907 10	5,365 36	9,318 80	11,509 97	9,152 71	8,446 18	11,910 87
August.....	3,528 04	5,072 62	7,817 08	9,663 85	7,046 44	8,242 20	13,953 33
September.....	2,682 55	4,867 11	8,126 79	12,366 22	7,613 90	7,862 52	16,358 19
October.....	3,580 70	4,813 59	8,527 07	11,513 84	7,442 76	9,417 64	.....
November.....	3,244 28	5,784 50	7,684 89	9,613 11	9,358 16	10,630 11	.....
December.....	2,880 91	6,085 03	7,067 50	7,743 73	8,464 95	6,461 29	.....
Totals.....	21,636 42	61,255 12	91,211 80	121,393 38	104,539 50	107,587 31	.....

19 — R. R. Com.

Green Bay & Minnesota Railroad — Earnings.

GREEN BAY AND MINNESOTA RAILROAD.

EARNINGS.								
<i>Comparative Statement of Earnings and Expenses.</i>								
MONTHS.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January.....				\$ 17,826 50	\$ 16,922 18	\$ 18,540 92	\$ 23,515 88	\$ 21,547 26
February.....				19,874 86	17,029 82	17,310 80	27,248 74	18,539 56
March				20,275 71	11,875 07	23,048 54	34,496 39	26,251 92
April				18,477 75	16,653 25	20,664 15	30,503 21	25,455 26
May				26,707 47	30,363 42	22,618 51	26,555 13	29,205 96
June				27,363 45	29,889 14	23,911 40	26,004 84	28,079 83
July				25,091 86	22,923 10	22,721 87	20,763 80	26,548 93
August.....				22,773 37	21,314 46	21,651 08	21,129 38	24,572 56
September.....				33,935 73	28,324 33	53,385 44	31,025 74	40,946 31
October				48,249 71	45,194 76	64,240 31	41,725 82	.....
November.....				40,088 63	34,729 51	51,361 53	34,973 48	.....
December				22,688 70	27,017 10	27,855 86	30,843 37	.....
Totals.....				323,303 24	302,236 74	367,310 41	348,785 73	.....

During construction no record.

During construction no record.

No record.

Green Bay & Minnesota Railroad — Expenses.

EXPENSES.

				\$	\$	\$	\$	\$	\$
January.....				20,468 62	16,922 78	24,651 32	21,971 09	15,509 73	
February.....				20,931 99	18,906 68	23,930 87	23,097 10	12,624 42	
March				22,676 11	19,920 26	19,206 43	20,660 80	14,057 72	
April.....				26,026 85	24,422 02	19,259 04	21,675 88	16,319 78	
May.....				27,767 12	25,045 80	24,145 25	20,872 47	19,201 47	
June				29,116 83	28,499 82	26,751 80	19,851 14	17,519 76	
July				26,969 02	23,119 68	24,940 32	16,574 16	18,370 64	
August.....				30,277 79	27,077 68	24,312 05	16,502 47	20,206 16	
September.....				19,732 48	26,262 57	25,455 00	16,249 16	18,892 97	
October			No record.	22,761 81	28,897 69	41,920 32	18,221 42	.. .....
November....				22,959 71	31,034 94	23,970 14	20,954 93	.....
December				26,859 88	25,524 14	30,324 51	17,119 86	.....
Totals.....				296,548 21	295,133 65	313,766 55	232,750 00	.....

During construction no record.

During construction no record.

Sheboygan & Fond du Lac Railroad — Earnings.

THE SHEBOYGAN & FOND DU LAC RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.						
MONTHS.	1874.	1875.	1876.	1877.	1878.	1879.
January.....	8,288 64	5,886 91	9,110 12	7,017 58	\$ 8,410 95	\$ 6,297 59
February.....	7,471 52	3,410 07	8,615 54	6,522 31	6,908 92	4,650 44
March	9,103 35	6,030 84	10,148 47	7,645 33	7,977 04	7,853 37
April	10,043 61	8,252 19	8,702 94	7,166 00	8,013 68	6,202 04
May	11,888 12	8,957 32	12,210 56	7,251 29	8,155 75	8,548 98
June	12,214 74	10,792 17	14,315 11	8,584 42	6,928 63	6,892 67
July	10,024 11	12,576 97	10,149 15	9,707 64	8,372 49	6,916 23
August.....	10,328 26	10,962 66	8,771 76	7,610 21	7,751 23	5,620 51
September.....	10,177 49	16,086 91	9,218 29	10,100 92	8,219 59	8,861 83
October	11,436 11	16,441 40	12,765 39	10,951 45	9,469 23	.....
November.....	7,983 35	11,746 84	9,794 83	9,121 43	C,714 92	.....
December.....	6,942 59	10,276 82	7,079 01	8,343 57	6,774 79	.....
Totals.....	111,859 89	122,401 10	120,750 87	100,022 15	98,696 72	.....

Sheboygan & Fond du Lac Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$
January	7,268 79	6,591 28	5,894 28	6,444 84	6,280 71	6,252 54
February	7,546 14	6,494 67	6,013 83	5,716 81	5,758 09	5,743 66
March	9,466 08	7,909 68	6,821 49	5,272 91	5,452 64	5,608 28
April	8,373 39	7,217 28	6,307 42	5,702 20	5,834 81	5,825 04
May	9,222 12	6,831 47	6,286 67	5,752 05	6,462 46	5,878 06
June	9,756 35	9,438 68	7,134 55	6,629 06	5,954 58	5,829 42
July	11,530 09	8,905 20	6,524 98	5,960 58	6,196 46	5,964 18
August	14,815 53	7,943 36	7,292 94	6,399 83	6,741 38	13,435 01
September	8,628 10	9,199 54	7,074 50	6,237 78	6,511 80	8,924 68
October	7,636 91	9,070 73	7,306 52	7,450 26	6,414 43	.....
November	7,393 00	10,439 47	6,802 23	6,942 94	6,227 77	.....
December	5,653 45	11,823 04	6,441 55	6,523 91	5,661 03	.....
Totals	107,289 96	101,864 40	79,900 96	75,033 17	72,992 47	.....

North Wisconsin Railway — Earnings.

THE NORTH WISCONSIN RAILWAY.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1876.	1877.	1878.	1879.
January ..	\$	\$ 4,238 91	\$ 7,136 57	\$ 5,784 31
February ..	.....	4,973 33	10,979 64	8,619 15
March.....	4,591 40	4,799 92	6,894 57	7,993 49
April	3,957 95	2,954 64	5,383 15	5,871 97
May... ..	3,242 44	3,901 07	6,536 11	6,204 01
June	3,039 90	3,169 32	7,242 97	6,137 94
July.....	3,178 93	3,346 03	6,110 53	6,518 63
August	2,434 50	2,841 33	4,497 06	4,924 47
September ..	3,094 39	4,377 90	6,752 57	6,639 79
October.....	4,213 75	4,743 83	7,436 97	.....
November	4,188 33	4,568 81	7,497 43	.....
December.....	5,167 11	7,275 02	7,090 18	.....
Totals	37,708 70	50,190 11	81,949 69	.....

North Wisconsin Railway—Expenses.

EXPENSES.

	\$	\$	\$	\$
January	2,795 42	3,448 64	2,474 88	
February	3,421 85	4,839 53	2,702 22	
March	2,947 86	2,099 73	2,868 48	
April	1,818 83	2,892 26	2,750 50	
May	2,538 57	1,906 64	3,916 61	
June	4,713 08	5,923 37	3,714 34	
July ..	2,001 93	2,747 57	2,688 18	
August	2,864 83	3,740 19	2,406 11	
September	1,715 49	4,296 60	3,064 56	
October	2,008 02	2,549 33	.....
November ..	1,901 17	2,936 89	.....
December	7,208 37	6,703 84	.....
Totals	35,934 42	43,634 59	.....

Milwaukee, Lake Shore & Western Railway — Earnings.

THE MILWAUKEE, LAKE SHORE & WESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$ 11,550 29	\$ 10,404 27	\$ 12,819 28	\$ 17,122 64	\$ 21,853 15	\$ 21,169 58
February.....	11,408 95	7,846 76	15,497 78	15,448 69	20,971 65	19,865 33
March	12,069 14	15,183 59	16,733 15	17,809 68	18,847 06	25,271 16
April	12,755 19	16,472 77	16,887 47	18,334 19	18,899 94	23,166 32
May	12,393 85	14,038 51	15,495 92	17,808 14	18,612 60	23,741 58
June	12,522 43	16,567 35	17,191 12	17,098 52	16,559 81	24,940 45
July	10,735 27	14,414 27	16,375 91	15,768 99	18,414 56	21,308 34
August.....	10,926 51	13,692 83	15,945 65	15,631 41	18,012 01	22,781 47
September.....	13,767 41	17,586 27	18,623 79	24,106 24	22,700 02	30,001 01
October	20,460 23	20,889 22	20,385 03	26,238 42	28,671 54	.....
November.....	11,555 06	19,213 98	15,606 95	23,044 41	24,974 75	.....
December	13,402 09	15,827 93	18,810 36	20,871 75	21,613 66	.....
Totals.....	153,546 42	182,137 75	200,372 41	229,283 08	250,130 68	.....

Milwaukee, Lake Shore & Western Railway — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$
January.....	8,240 61	12,636 51	10,544 87	13,527 16	15,038 68	14,686 62
February.....	10,214 89	11,046 40	12,066 88	13,344 39	14,336 77	13,667 60
March.....	10,806 14	12,354 23	11,540 01	13,172 13	14,094 57	16,187 35
April.....	9,346 52	11,976 72	12,030 20	14,060 99	14,509 21	14,240 47
May.....	10,307 73	10,776 87	11,040 94	15,425 56	17,184 36	15,083 62
June.....	9,304 67	12,774 25	10,968 88	15,116 75	16,394 48	16,142 39
July.....	8,867 92	11,814 79	13,522 53	14,386 73	16,422 89	15,756 67
August.....	10,035 47	10,544 08	12,755 27	13,543 37	15,668 94	18,983 95
September.....	11,157 24	11,261 93	12,018 85	14,530 26	26,707 66	18,396 02
October.....	10,843 64	11,126 92	11,536 61	15,367 89	16,053 63	.....
November.....	12,898 98	11,409 44	12,092 22	14,605 97	15,324 95	.....
December.....	10,742 61	12,262 29	12,776 10	13,948 38	16,060 94	.....
Total.....	122,265 92	139,984 44	142,893 36	172,029 58	197,797 08	.....

Chicago, St. Paul & Minneapolis Railway—Earnings.

THE CHICAGO, ST. PAUL & MINNEAPOLIS RAILWAY.

[The West Wisconsin until May, 1878.]

Comparative Statement of Earnings and Expenses.

EARNINGS.									
MONTHS	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	21,458 99	34,563 02	77,127 21	46,866 14	48,259 28	44,043 94	62,752 53	73,870 21
Febr'y	22,692 24	46,503 26	58,240 72	37,280 95	52,237 25	43,385 60	63,369 03	64,572 74
March	29,183 97	74,536 61	64,937 65	58,812 74	75,496 47	50,576 43	78,363 55	89,409 07
April	34,734 90	70,975 28	79,116 51	77,593 43	73,070 48	65,246 52	78,936 01	91,913 46
May	...	30,900 99	85,104 25	80,741 94	68,663 25	69,865 44	52,731 55	78,666 54	99,514 19
June	...	28,066 71	71,134 72	74,937 03	63,034 54	64,063 20	54,943 78	64,397 02	90,855 37
July	...	29,101 22	69,429 19	69,026 34	58,527 07	59,105 27	49,613 18	67,734 68	73,338 94
August.	...	31,096 42	66,092 31	66,791 91	63,739 71	58,183 52	56,422 07	70,688 24	81,770 62
Septem.	...	44,376 87	110,232 89	83,866 03	80,701 73	70,338 11	83,624 22	83,648 43	111,170 24
October.	...	53,523 44	95,567 16	87,303 92	95,442 96	90,711 13	97,623 06	99,471 54	.....
Novem.	...	44,185 05	72,621 71	71,806 27	98,844 06	80,432 39	97,476 34	97,440 86	.....
Decem.	...	33,381 30	72,408 59	71,984 57	77,123 04	68,106 13	79,811 76	96,876 26	.....
Totals	159,664 64	403,202 10	869,188 99	884,920 10	827,678 62	810,368 67	775,498 45	942,344 69	.....

Galena & Wisconsin Railroad — Earnings.

THE GALENA & WISCONSIN RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1876.	1877.	1878.	1879.
January	\$ 1,749 37	\$ 1,583 49	\$ 2,243 90	\$
February.....	1,686 56	1,025 40	1,825 35	
March	1,636 71	1,549 77	1,499 32	Not operated.
April			1,468 71	
May	1,182 37	1,754 84	1,708 00	
June.....	2,567 64	1,735 00	1,267 52	
July		1,663 36		861 70
August	2,300 30	1,836 21		1,676 75
September.....		1,344 60	Balance of year not operated.	1,583 40
October	1,591 52	1,254 54		.....
November.....	2,397 43	1,783 52		.....
December	1,721 88	1,984 19		.....
Totals.....	16,833 78	17,014 92	10,012 80	.....

Galena and Wisconsin Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$
January	1,244 31	1,033 27	847 30		
February	1,186 56	940 75	1,169 38		
March			1,015 46		
April	1,002 94	933 03	1,077 60		
May	1,046 24	927 46	1,084 90		
June	1,237 87	989 22	1,216 72		
July		1,111 02			1,490 65
August	1,326 22	1,235 06			1,045 00
September		1,170 35			1,236 20
October	883 75	1,115 89			
November	1,088 80	1,800 44			
December	1,312 36	836 67			
Totals	\$10,329 05	\$11,633 16	\$6,411 36		

Not operated.

Not operated.

Fond du Lac, Amboy & Peoria Railway — Earnings.

FOND DU LAC, AMBOY & PEORIA RAILWAY.
Comparative Statement of Earnings and Expenses.

EARNINGS.		
MONTHS.	1878.	1879.
January.....	\$.....	\$ 1,339 86
February.....	.....	1,112 46
March ..	.....	1,469 42
April .	.....	1,367 84
May.....	1,823 13	1,901 35
June.....	1,716 91	2,202 18
July	1,712 04	3,103 54
August.....	1,362 89	2,111 77
September.....	2,134 52	4,476 62
October.....	2,321 18	.....
November.....	2,100 76	.....
December	1,539 23	.....
Totals.....	14,710 66	.....

Fond du Lac, Amboy & Peoria Railway — Expenses.

EXPENSES.

January .....	.....	1,889 47
February .....	.....	1,153 45
March .....	.....	1,241 44
April .....	.....	1,104 78
May	1,662 14	1,216 69
June	1,512 97	1,429 91
July	1,408 23	1,215 98
August	1,494 10	1,270 37
September	1,452 62	1,394 16
October	1,683 97	.....
November	1,531 42	.....
December	1,566 19	.....
Total	12,306 64	.....

Pine River Valley and Stevens Point Railroad — Earnings.

THE PINE RIVER VALLEY & STEVENS POINT RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1878.	1879.
January.....	\$ 1,528 38	\$ 1,101 60
February.....	1,320 91	1,780 02
March	1,167 16	1,061 15
April	1,278 10	1,335 69
May	1,048 64	1,260 68
June	856 84	1,402 53
July	772 54	888 53
August.....	654 72	1,021 26
September.....	*1,302 51	1,634 36
October.....	1,653 62	.....
November.....	2,200 72	.....
December.....	1,716 69	.....
Totals.....	15,500 63	.....

Pine River Valley & Stevens Point Railroad — Expenses.

EXPENSES.

20 — R. R. Com.	January.....	\$ 937 56
	February.....	904 11
	March.....	872 60
	April.....	778 63
	May.....	739 65
	June.....	707 73
	July.....	753 71
	August.....	886 40
	September.....	598 46
	October.....	.....
	November.....	.....
	December.....	.....
	Totals.....	.....
	Not kept separately by months.	
		\$9,112 78

Chicago & Tomah Railroad — Earnings and Expenses

THE CHICAGO & TOMAH RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

	1879.
January .....	.....
February	\$1,365 23
March	1,465 90
April	1,402 96
May	1,474 61
June	1,670 52
July	1,544 20
August	1,714 97
September	2,774 12
October .....	.....
November .....	.....
December .....	.....
Totals	<u>\$16,953 21</u>

EXPENSES.

Total to September 30 (no monthly report)	<u>\$7,713 50</u>
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Railroad Companies Organized since last Report.

RAILROAD COMPANIES ORGANIZED SINCE LAST REPORT.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK.	DESCRIPTION OF ROAD.
June 23, 1879	Eau Claire Railway Co..	O. H. Ingram, G. E. Porter, Geo. A. Buffington, Wm. L. Kepler and C. A. Bullen ...	\$ 50,000 00	Commencing at the point most feasible on the present line of the C. St. P. & M. Ry. at or near the West Eau Claire depot, and between said depot and the west bank of the Chippewa river, and running thence in a southerly direction, on the most feasible line, until it reaches a point at or near the S. W. cor. of the limits of the city of Eau Claire; also another line commencing at or near block 14, of Whipple & Billings' addition, and running north on the most feasible route, to the west end of the railway bridge of the C., St. P. & M. Ry Co., as at present located; thence N. on west side of Chippewa river, to a point where the river crosses the north line of the city limits; also, another line commencing near the E. end of the said bridge, and running thence north, to the saw mill of Ingram, Kennedy & Co.

Railroad Companies Organized since last Report.

RAILROAD COMPANIES ORGANIZED SINCE LAST REPORT—continued.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK.	DESCRIPTION OF ROAD.
May 14, 1879	Freeport & Dodgeville Railway Company ...	Samuel W. Reese, Joseph Ben- nett, James Roberts, G. W. Burrall, Joel Whitman.....	\$ 50,000 00	From the city of Freeport, in the State of Illinois, northward to a point upon the south boundary line of the state of Wisconsin, near the Pecatonica river, in the town of Cadiz, in the county of Green, in said State, and northward from said point to the village of Dodgeville, in the county of Iowa, in the state of Wisconsin.
May 16, 1879	Galena & Wisconsin Railway Company...	This is a re-organization of the old Galena & Southern Wisconsin Railroad Com- pany; by a consent of the stockholders and officers of the company.....	150,000 00	Commencing at a point in the city of Galena, and running northwardly through Jo Davies county, in the state of Illinois, to the state line of Illinois and Wisconsin, and thence northwardly, in the state of Wis- consin, to McCormick, and from McCormick to Platteville, in Wis- consin, and a branch from McCor- mick to Philip's Corner.

Railroad Companies Organized Since Last Report.

April 8, 1879	Menominee Railway Co.	Albert Keep, Marvin Huchitt, J. B. Redfield, M. M. Kirkman, and C. C. Wheeler.....	100,000 00	From a point on the boundary line between the states of Michigan and Wisconsin, on the Menominee river, opposite Sec. 11, Town 39 North, Range 19 East, of the fourth principal meridian, westerly to a point in Section 21, town 40 north, range 18 east, with such extension and branches as shall be found necessary, etc., in the transaction of its business.
July 12, 1879	Menasha & Appleton Railway Co.....	Jesse Hoyt, Geo. J. Seney, Angus Smith, Guido Pfister, James C. Spencer and E. Mariner.....	150,000 00	From a point on the line of the Milwaukee & Northern Railroad, at or near the city of Menasha, to the east end of Railroad Avenue, in the city of Appleton.
Aug. 7, 1879	Portage & Freeport Railroad Co.....	Chas. L. Colby, F. N. Finney, Joseph L. Colby, Matthew Wadleigh and Edwin H. Abbott.....	1,000,000 00	From some point in the city of Portage, Columbia Co., Wis., to some convenient point on the southern boundary line of said state, and on the most feasible route toward Freeport, in the county of Stephenson, and State of Illinois.
May 17, 1879	St. Paul & Chicago Short Line R'y Co..	Hans B. Warner, H. P. Ames, Dempster W. Wadsworth, E. L. Davis, J. B. Jenson, J. W. Hancock, M. J. Paine, F. L. Gibson, J. G. Keith, John W. Winn, S. Strickland, N. H. Clapp and Louis Weber.....	2,000,000 00	From River Falls, in the county of Pierce, in the state of Wisconsin, to some point on the south line of the state, in the county of La Fayette, through the counties of Pierce, Pepin, Buffalo, Trempealeau, LaCrosse, Vernon, Richland, Crawford, Grant, Iowa and La Fayette.

Railroad Companies Organized since last Report.

RAILROAD COMPANIES ORGANIZED SINCE LAST REPORT — continued.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK.	DESCRIPTION OF ROAD.
Sept. 5, 1879	St. Paul & Eastern Grand Trunk Railroad Co....	Jesse Spalding, A. B. Stickney, W. K. Young, W. A. Ellis, Dana C. Lamb, Alex. Stewart, Singleton B. Hubbell, Thad. C. Pound, L. C. Stanley, Wm. Pitt Bartlett, Thos. E. Ran- dall, Wm. Wilson, Robert Mariner.....	\$3,500,000 00	From some point on Lake St Croix or the Mississippi river, in the state of Wisconsin, to a point on Green Bay or Lake Michigan, between the southern line of township 19, and the northern line of township 31 north, in said state of Wisconsin.
Aug. 7, 1879	Wisconsin & Minnesota R. R. Co.....	Chas. L. Colby, Frederic N. Finney, Jos. L. Colby, Matthew Wadleigh, Edwin H. Abbot..	2,000,000 00	From some point on the Wisconsin Central Railroad, between the towns of Marshfield and Medford, or in one of them, to some convenient point on the western boundary line of the state of Wisconsin, within the county of Pierce or of St. Croix. From a point on the boundary line between the states of Michigan and Wisconsin, in the Menominee river, opposite section eleven (11), town thirty-nine (39) north, range nine- teen (19) east, of the 4th principal meridian, westerly to a point in sec- tion twenty (20), town forty (40) north, range eighteen (18) east, of the 4th principal meridian, with such extensions and branches as shall be found necessary, convenient or de- sirable.
Nov. 21, 1879	Menominee Railway Co	Albert Keep, Marvin Hughitt, J. B. Redfield, M. M. Kirk- man, C. C. Wueeler.....	165,000 00	

Bonded Indebtedness.

STATEMENT SHOWING THE BONDED INDEBTEDNESS

In aid of railroads, incurred and outstanding in the several counties, towns, cities and villages of the State of Wisconsin, as returned for the year 1879.

COUNTIES.

COUNTIES.	Indebted. ness as per last report.	Amount pro- vided for by the levy of 1878.	Amount pro- vided for by the levy of 1879.
Ashland	\$200,000 00	Nothing.	Nothing.
Brown	252,000 00	Nothing.	Nothing.
Burnett	20,000 00	Nothing.	\$1,333 33
Douglas*	350,000 00	Nothing.	Nothing.
Iowa	215,000 00	\$20,000 00	20,000 00
Jackson	69,800 00	4,886 00	4,371 52
Manitowoc	216,000 00	Nothing.	Nothing.
Portage	200,000 00	Nothing.	Nothing.
Sheboygan	139,200 00	9,280 00	10,000 00
Wood	41,000 00	...	11,500 00
Total	1,703,000 00	34,166 00	47,204 85

TOWNS, CITIES AND VILLAGES.

TOWN, VILLAGE OR CITY.	Indebted. ness as per last report.	Amount pro- vided for by the levy of 1878.	Amount pro- vided for by the levy of 1879.
COUNTY OF BROWN—			
Ashwaubenon	\$274 34	\$130 00	\$129 44
Ft. Howard	37,525 00	360 00	305 00
Green Bay	100,000 00	Nothing.	No report.
COUNTY OF CALUMET—			
Chilton, city	7,600 00	.....	.....
Charlestown	20,000 00	.....	.....
Chilton, town	17,400 00	.....	.....
New Holstein	30,000 00	.....	.....
COUNTY OF CHIPPEWA.—			
Chippewa Falls	28,325 00	2,500 00	.....

*\$375,070 of these bonds have been canceled by decree of court leaving \$75,000 outstanding which may be earned by the claimants.

Bonded Indebtedness.

TOWN, VILLAGE OR CITY.	Indebted- ness as per last report.	Amt. pro- vided for by levy of 1878	Amt. pro- vided for by levy of 1879.
COUNTY OF COLUMBIA —			
Portage	10,000 00	5,000 00	5,000 00
Arlington	3,500 00	437 50	437 50
Lodi	24,500 00	3,062 50	3,062 50
West Point	4,815 00	500 00	500 00
COUNTY OF CRAWFORD —			
Clayton	3,060 00	1,000 00	1,000 00
COUNTY OF DANE —			
Madison*	169,000 00	15,500 00	.....
COUNTY OF DODGE —			
Williamstown	10,000 00	2,000 00	2,000 00
COUNTY OF FOND DU LAC —			
Fond du Lac	169,000 00	.....	.....
Ripon	5,000 00	.....	5,000 00
COUNTY OF GRANT —			
Fennimore	12,000 00	.....	1,000 00
Lancaster	42,000 00	.....	.....
Mount Ida	6,000 00	.....	.....
Platteville	45,000 00	6,000 00	6,000 00
Wingville	8,000 00	.....	.....
COUNTY OF GREEN LAKE —			
Berlin, city	35,136 32	.....	2,000 00
Berlin, town	21,116 16	.....	7,080 00
Brooklyn	4,056 00	4,056 00	Debt Extig'd
COUNTY OF IOWA —			
Mineral Point, city	43,600 00	.....	.....
Mineral Point, town	19,440 00	.....	† 7,100 00
Waldwick	14,748 00	.....	.....
COUNTY OF JEFFERSON —			
Watertown, city	629,952 80	1,770 00	1,770 00
Jefferson	58,600 00	5,000 00	3,500 00
Koshkonong	11,850 00	3,500 00	2,500 00
Lake Mills	8,000 00	4,000 00	4,000 00
Waterloo	20,000 00	.....	No report.
COUNTY OF JACKSON —			
Alma	15,000 00	1,200 00	1,200 00
Hixton	10,000 00	.....	.....
COUNTY OF JUNEAU —			
Necedah	14,500 00	1,450 00	1,300 00
New Lisbon	2,000 00	.....	.....

*This amount includes all bonded indebtedness, whether rail/road or otherwise, and the precise amount of each kind cannot be distinguished.

†Principal and interest.

Bonded Indebtedness.

TOWN, VILLAGE OR CITY.	Indebtedness as per last report.	Amount pro- vided for by the levy of 1878.	Amount pro- vided for by the levy of 1879.
COUNTY OF LA CROSSE —			
La Crosse	99,000 00	4,000 00	10,000 00
COUNTY OF MARQUETTE —			
Packwaukee	6,000 00	.....	.....
Westfield	6,000 00	1,000 00	.....
COUNTY OF MONROE —			
Sparta	50,000 00	5,000 00	5,000 00
COUNTY OF MANITOWOC —			
Manitowoc	75,000 00	.....	.....
Two Rivers, city	11,000 00	1,000 00	.....
Two Rivers, town	14,000 00	1,000 00	1,000 00
Schleswig	15,000 00	.....	.....
COUNTY OF MARATHON —			
Wausau	8,000 00	.....	.....
COUNTY OF OZAUKEE —			
Cedarburg	4,900 00	.....	4,900 00
COUNTY OF OUTAGAMIE —			
Appleton	76,000 00	.....	3,000 00
Cicero	3,700 00	1,200 00	† 1,200 00
Black Creek	5,250 00	1,750 00	.....
Bovina	10,000 00	.....	.....
Hortonia	5,000 00	1,000 00	1,000 00
Seymour, city	1,415 00	.....	.....
Seymour, town	2,585 00	.....	1,292 50
COUNTY OF PORTAGE —			
Stevens Point	20,000 00	1,600 00	1,600 00
Plover	30,000 00	2,400 00	.....
COUNTY OF RACINE —			
* Racine, city	155,000 00	5,000 00	8,000 00
COUNTY OF RICHLAND —			
Town of Richland	11,400 00	3,800 00	3,800 00
COUNTY OF ROCK —			
Beloit, city	125,300 00	7,300 00	7,300 00
Beloit, town	34,600 00	1,700 00	1,600 00
COUNTY OF SAUK —			
Baraboo	56,000 00	7,000 00	7,000 00
Excelsior	11,250 00	1,250 00	1,250 00
Freedom	6,750 00	† 1,222 50	† 1,170 00
Reedsburg	22,500 00	2,500 00	2,500 00
Winfield	4,500 00	500 00	500 00
Greenfield	4,500 00	500 00	500 00

* This amount includes all bonded indebtedness, whether railroad or otherwise, and the precise amount of each cannot be distinguished.

† Principal and interest.

Bonded Indebtedness.

TOWN, VILLAGE OR CITY	Indebted- ness as per last report.	Am't provid- ed for by the levy of 1878.	Am't provid- ed for by the levy of 1879.
COUNTY OF ST. CROIX:	\$	\$	\$
Richmond	12,500 00		
Stanton	6,250 00	†6,250 00	
Star Prairie	6,250 00	†6,250 00	
COUNTY OF SHEBOYGAN:			
Sheboygan	235,635 00	5,000 00	3,000 00
Lyndon	17,400 00	1,200 00	
Sherman	3,000 00	1,500 00	1,500 00
Plymouth	13,000 00		
COUNTY OF TREMPLEAU:			
Arcadia	50,000 00	5,000 00	4,000 00
Preston	25,000 00		2,000 00
COUNTY OF VERNON:			
Kickapoo	3,220 00	1,375 67	1,222 00
Webster	1,768 50	1,200 00	600 00
Clinton	4,264 20		
Christiana	3,600 00		935 00
COUNTY OF WALWORTH:			
Delavan	47,000 00	3,290 00	3,290 00
Geneva	53,000 09	2,500 00	3,000 00
Whitewater	2,000 00		
COUNTY OF WAUPACA:			
Waupaca, city	33,333 34		
Waupaca, town	14,366 66		
New London	35,000 00		12,000 00
St. Lawrence	15,000 00	1,200 00	1,200 00
Weyauwega	40,000 00		
Larrabee	5,000 00	500 00	775 00
Scandinavia	8,400 00	600 00	600 00
COUNTY OF WAUSHARA:			
Hancock	12,500 00		
Plainfield	20,000 00		
COUNTY OF WINNEBAGO:			
Oshkosh	48,500 00		8,000 00
* Menasha	82,500 00		
COUNTY OF WOOD:			
Grand Rapids	11,000 00		
Total	3,346,136 32	144,987 17	153,683 94

†Paid by cancellation.

*Contested.

*Number of Miles of Rail Laid.*STATEMENT SHOWING NUMBER OF MILES OF RAIL
LAID UPON THE VARIOUS ROADS OF THE STATE.

From 1850, the year when the first piece of road in the state was opened to the public, down to the closing of the year 1879, giving the same by years and that of miles built upon each road, and each year, and the points from and to which the roads were built.

Year	Name of Company.	From—	To—	Miles.
CHICAGO, MIL. & St. P. R'y Co.				
1850	Milwaukee	Elm Grove	10
1851	Elm Grove	Eagle	24
1852	Eagle	Janesville	36
1853	Milton	Stoughton	18.10
1854	Stoughton	Madison	15.60
1854	Milwaukee	Schwartzburg ¹	8*
1855	Schwartzburg	Horicon	42
1855	Horicon	Waupun	14
1855	Racine	Delavan	46.40
1856	Delavan	Beloit	22.30
1856	Brookfield	Watertown	31.80
1856	Horicon	Portage	45
1856	Waupun	Ripon	16
1856	Madison	Boscobel	71
1857	Ripon	Berlin	12
1857	Portage	New Lisbon	40
1857	Watertown	Columbus	22.80
1857	Boscobel	Prairie du Chien	28
1857	Watertown	Sun Prairie	26
1857	Janesville	Monroe	34
1858	New Lisbon	La Crosse	61
1860	Rush Lake Junction	Omro	9.20
1864	Columbus	Portage	28
1864	Brookfield	Milwaukee	13
1868	Omro	Winneconne	5
1869	Schwartzburg	Prairie du Chien Line	6
1869	Sun Prairie	Madison	12
1870	Madison	Portage	39
1870	Ekhorn	Eagle	16.50
1871	Ripon	Oshkosh	20
1871	Milwaukee	Western Union Junct'n	22
1871	Kinnickinnic	Bay View	72
1871	Western Union Jc.	State Line	16
1875	La Crosse Bridge	Line	97
1877	New Lisbon	Necedah	13
1878	Milwaukee	Cement Mills	1.20
1878	Viroqua Junction	Melvina	10
1879	Melvina	Viroqua	22
				858.09

¹ Also used by Wisconsin Central.

Number of Miles of Rail Laid — continued.

Year	Name of Company.	From.	To.	Miles.
CHICAGO & NORTHWESTERN —				
1854	Minnesota Junction.	Fond du Lac.....	29.00
1854	Beloit.....	Footville.....	17.00
1855	Cary.....	Janesville.....	20.00
1855	Milwaukee.....	Illinois State Line.....	40.24
1859	Janesville.....	Minnesota Junction.....	57.00
1859	Fond du Lac.....	Oshkosh.....	17.00
1860	Footville.....	Magnolia.....	3.00
1861	Oshkosh.....	Appleton.....	20.00
1862	Appleton.....	Fort Howard.....	28.40
1862	Kenosha.....	Genoa.....	27.50
1864	Magnolia.....	Madison.....	28.80
1870	Winona Junction.	Winona.....	29.00
1871	Fort Howard.....	Marinette.....	49.45
1871	Genoa.....	Geneva Lake.....	8.70
1873	Madison.....	Winona Junction.....	129.10
				501.19
N. W. UNION —				
1873	Milwaukee	Fond du Lac	62.63
CHICAGO, ST. PAUL & MINNEAPOLIS —				
1863	Warren's Mills.....	Black River Falls.....	20.50
1869	Black River Falls...	Augusta.....	33.80
1870	Augusta.....	Menomonie.....	45.50
1871	Menomonie.....	Hudson.....	45.70
1872	Warren's Mills.....	Elroy.....	32.20
				177.70
CHIPPEWA FALLS & WESTERN —				
1874	Chippewa Falls.....	Eau Claire.....	10.35
FOND DU LAC, AMBOY & PEORIA —				
1877	Iron Ridge Junction	Fond du Lac.....	29.00
GALENA & WISCONSIN —				
1874	Buncombe.....	Platteville.....	20.00
1877	Phillips Corners....	McCormick.....	10.00
				30.00
GREEN BAY & MINNESOTA —				
1871	Green Bay.....	New London.....	39.30
1872	New London.....	Merrillan.....	108.80
1873	Merrillan.....	Marshland.....	61.20
1874	Marshland.....	Eastmoor.....	3.00
1876	Onalaska.....	La Crosse.....	6.50
				218.80
MINERAL POINT.				
1857	Illinois State Line..	Mineral Point.....	31.00
1868	Calamine.....	Belmont.....	10.00
1870	Belmont.....	Platteville.....	8.00
				49.00

Number of Miles of Rail Laid — continued.

YEAR.	Name of Company.	From.	To.	Miles.
1871	MILWAUKEE, LAKE SHORE & WEST'	Manitowoc.....	To a point westerly...	21.40
1872			To a point within one	20.00
1872		Lake Shore Junction	mile of Appleton.....	48.50
1873		Sheboygan.....	Manitowoc.....	25.20
1874		Manitowoc.....	Two Rivers.....	6.00
1874		{ One mile of Apple-	Appleton.....	1.00
1876		ton	New London	21.00
1878		Appleton	Clintonville	15.70
1878		New London.....	Tigerton, 1 mile north..	19.70
1879		Clintonville	South	11.40
1879		Hortonville		
				189.90
1876	PINE RIVER VALLEY & STEVENS PT.	Richland Center ...	Lone Rock	16.00
1874	PRAIRIE DU CHIEN & MCGREGOR.	Prairie du Chien...	Iowa State Line	1.75
1859	SHEBOYGAN & FOND DU LAC.	Sheboygan	Plymouth	13.90
1860		Plymouth	Glenbeulah.....	5.70
1868		Glenbeulah	Fond du Lac	23.40
1871		Fond du Lac	Princeton	35.40
				78.40
1871	WISCONSIN CENTRAL.	Menasha.....	Stevens Point.....	63.55
1872		Stevens Point	Unity	47.40
1872		Ashland	Penoka Gap	28.80
1873		Unity.....	Worcester	53.80
1876		Worcester.....	Butternut Creek	31.90
1876		Penoka Gap.....	Chippewa Crossing	14.60
1877		Butternut Creek....	Chippewa Crossing	10.84
1875		Stevens Point	Hancock	27.60
1876		Hancock.....	Portage	42.43
				319.92
1870	* MILWAUKEE & NORTHERN.	Schwartzburg Junc.	Cedarburg.....	13.70
1871		Cedarburg	Plymouth	32.50
1871		Plymouth.....	Menasha	46.00
1873		Hilbert	Green Bay	27.00
1874		Green Bay	Fort Howard.....	.50
				119.70

* Leased by Wisconsin Central.

Number of Miles of Rail Laid—continued.

Year	Name of Company.	From.	To.	Miles.
WISCONSIN VALLEY.				
1873	Tomah	Centralia.....	47.00
1874	Centralia	Knowlton	23.00
1875	Knowlton	Wausau	19.90
1876	Wausau	1 mile north	1.00
1879	Wausau, 1 m. north	Jenny.....	17.80
				108.20
CHICAGO & TOMAH.				
1878	Woodman	Lancaster	30.50
1879	Dankliff Junction..	Montfort, 3½ miles south	13.50
				44.00
HUDSON & RIVER FALLS R'Y Co.				
1878	River Falls	River Falls.....	12.50
NORTH WISCONSIN.				
1871	North Wisc. Junc..	New Richmond.....	17.00
1874	New Richmond....	Clayton	23.00
1878	Clayton	Granite Lake.....	20.00
1879	Granite Lake.....	Six miles north.....	6.00
				66.00

RECAPITULATION.

Year.	Miles.	Year.	Miles.	Year.	Miles.
1850.....	10.00	1861.....	20.00	1871.....	417.72
1851.....	24.00	1862.....	55.90	1872.....	285.70
1852.....	36.00	1863.....	.....	1873.....	405.43
1853.....	18.10	1864.....	69.80	1874.....	88.60
1854.....	69.60	1865.....	.....	1875.....	48.47
1855.....	162.64	1866.....	.....	1876.....	133.43
1856.....	186.10	1867.....	.....	1877.....	62.34
1857.....	193.30	1868.....	58.90	1878.....	89.90
1858.....	61.00	1869.....	51.80	1879.....	89.90
1859.....	87.90	1870.....	151.70		
1860.....	17.90			Total.....	2,896.13

APPENDIX.

Laws of Wisconsin.

LAWS OF WISCONSIN,

RELATING TO RAILROAD CORPORATIONS AND THE DUTIES OF THE COMMISSIONER.

AMOUNT OF ANNUAL LICENSE FEE.

SECTION 1213. The annual license fees for the operation of such railroads shall be as follows:

1. Four per centum of the gross earnings of all railroads except those operated on pile and pontoon, or pontoon bridges, whose gross earnings equal or exceed three thousand dollars per mile per annum of operated railroad.

2. Five dollars per mile of operated railroad of all railroads whose gross earnings exceed one thousand five hundred dollars per mile per annum, and are less than three thousand dollars per mile per annum of operated road, and in addition two per centum of their gross earnings in excess of fifteen hundred dollars per mile per annum.

3. Five dollars per mile of operated road by all companies whose gross earnings are less than fifteen hundred dollars per mile per annum.

4. Two per centum of the gross earnings of all railroads which are operated upon pile or pontoon, or pontoon bridges, which gross earnings shall be returned as to such parts thereof as are within the state.

One half of such license fee shall be paid at the time the license so issues, and one-half on or before the tenth day of August in each year.

DUTY OF COMMISSIONER.

SECTION 1794. Such commissioner shall inquire into any neglect or violation of the laws of the state by any railroad corporation doing business therein, or by the officers, agents or employes thereof, or by any person operating a railroad. He shall inspect and examine the condition, equipment and manner of management of all railroads, with relation to the public safety and convenience. He shall also examine and ascertain the pecuniary condition and manner of the financial management of every such railroad corporation. Whenever he shall receive any complaint in writing, made by any

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citizen of this state, of any such neglect or violation of law, and specifying the acts complained of, such commissioner shall investigate the same; and if he shall find such complaint well founded, he may, in his discretion, report the facts to the attorney general, who shall thereupon prosecute an action thereon in the name of, and for the benefit of the party aggrieved, at the expense of the state.

SECTION 1795. The railroad commissioner shall, on or before the tenth day of February in each year, ascertain and return to the state treasurer the following:

1. The actual cost of each railroad in this state up to, and including the thirty-first day of the next preceding December; and if such railroads shall be partly in and partly out of this state, then the actual cost of so much thereof as is in this state.

2. The total gross receipts resulting from the operation of every such railroad during the next preceding year, ending on the thirty-first day of December, or of that part of the same which is in this state.

3. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the thirty-first day of December, or of that part of the same which is in this state.

4. The total interest bearing indebtedness of the corporation owning or operating such railroad, and the amount of interest paid by such corporation during the next preceding year, ending on the thirty-first day of December; and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, renewal or operation of any part of such railroad which is not in this state, or for equipment of such part, such railroad commissioner shall ascertain and determine, in such manner as he shall think just and equitable, how much of its indebtedness is justly chargeable to that part of said railroad that is in this state, and how much interest shall have been paid by such corporation, during such year ending on the thirty-first day of the next preceding December, on that part of such indebtedness which is justly chargeable to that part of said railroad that is in this state. The president or managing officer of every railroad corporation, and every other person operating any railroad in the state, shall annually, in the month of January, make such reports and returns to such commissioner, verified by the oath of such officer or person, as shall afford the information aforesaid, and as he shall require, and, at other times prescribed by him, such other reports and returns, verified as aforesaid, concerning such railroads, their business affairs and management, as he shall require; and for such purpose he may prescribe blank forms, which shall be provided by the secretary of state. Every railroad corporation, company or person operating a railroad, who shall fail to make any such report within the time prescribed therefor, shall forfeit one hundred

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dollars for each and every day the same shall be delayed. The commissioner shall, on or before the second Monday of January in each year, make a report to the governor of the transactions of his office, for the preceding year, and containing such information, suggestions or recommendations in respect to the matters under his charge as he may deem proper. Three hundred copies of his report, for distribution and exchange, shall annually be bound in cloth, at a cost not exceeding twenty-five cents per copy.

POWERS OF COMMISSIONER.

SECTION 1796. Such commissioner, in the discharge of his duties, shall have power to examine witnesses, administer oaths, send for persons or papers, and at any and all times may have access to all books and papers of every such railroad corporation in any railroad office in this state; and may copy or extract from the same, and for that purpose may issue subpoenas, requiring the attendance of witnesses and the production of books and papers at such time and place as he may prescribe; and in case of disobedience to any such subpoena, or of a refusal of a witness to testify to any matter as to which he may be legally interrogated, it shall be the duty of the circuit court of any county, on the application of the commissioner, to compel obedience by attachment and proceeding for a contempt as in case of disobedience of a subpoena issued from such court, or a refusal to testify therein.

TO KEEP OFFICE AT CAPITAL.

SECTION 1797. Such commissioner shall keep his office at the seat of government, and shall be provided with a suitable room, necessary office furniture, stationery, books and maps, the expenses thereof to be paid out of the state treasury; but the total sum therefor shall not exceed eight hundred dollars per year. He shall be paid out of the state treasury, in addition to his salary, three dollars per day for traveling expenses for each day actually traveled in the performance of his duties; and he may, when necessary, employ a clerk at a salary of one hundred dollars per month, to be paid in like manner. The accounts for all payments authorized by this section, shall be audited only when approved by the governor. Such commissioner and his clerk shall have the right of passing, in the discharge of their official duties, on all railroads and railroad trains, free of charge.

RESTRICTIONS UPON CHARGES.

SECTION 1798. No railroad corporation shall charge, demand or receive from any person, company, or corporation, for the transpor-

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tation of persons or of property, either by the car-load, or otherwise, a greater sum than it shall charge, demand or receive from any other person, company or corporation, for a like service; or charge, demand, or receive from any person, company or corporation, an unreasonable price for the transportation of persons or property, or for the handling or storage of freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of business. Every railroad corporation shall, upon reasonable notice, when within its power to do so, furnish suitable cars to any person applying therefor for the transportation of freight, and shall receive, transport and deliver such freight with reasonable dispatch, and provide suitable facilities for the receiving, handling and delivering of such freight at any stations upon such railroad. Any railroad corporation which shall violate any of the provisions of this chapter forbidding extortion or unjust discrimination, or any provision of law establishing rates, shall be liable to the person aggrieved in three times the actual damage sustained, besides costs.

TO RECEIVE AND TRANSPORT ACCORDING TO DIRECTIONS OF SHIPPER.

SECTION 1799. Every railroad corporation operating a road shall receive any and all grain offered to it, or to any agent or employe of it, for transportation, and shall make and deliver to the shipper or consignor the usual bill of lading for such grain consigned to any consignee, and shall transport all such grain over its road at the tariff of rates then in force, and according to the preceding section, to the elevator, warehouse or mill to which the same may be directed or shipped by the shipper or consignor, and deliver the same to the consignee at the warehouse or place of storage designated by him for the delivery thereof, if there be any track connecting therewith, by whomsoever laid or owned, over which such corporation shall have the right or privilege to run its cars, and such place of delivery be not more than one-half mile from the railroad of such corporation; and shall make no increased or additional charge for transportation of such grain because of such delivery, nor charge for such delivery, except such sum, if anything, as such corporation shall be actually required to pay to the owner or holder of such connecting track for the use thereof for such delivery.

TRANSPORTATION OF FIREWOOD.

SECTION 1800. No railroad corporation shall be compelled to transport firewood, unless the same shall be piled at some reasonably convenient point on its line, in quantities sufficient to load at least five cars at a time. When that is done, the corporation, upon five days' notice to the nearest station agent or other proper officer,

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shall, with all convenient dispatch, provide sufficient cars and transport such wood as required by the shipper, at prices per car load not more than the tariff of rates then in force for transportation of rails, fence posts and railroad ties; but such wood shall be loaded and unloaded by the owner, and no railroad company shall be required to so carry wood during the months of June, September, October and November.

TO MAINTAIN STATIONS.

SECTION 1801. Every corporation operating a railroad shall maintain a station at every village, whether incorporated or not, having a post office, and containing two hundred inhabitants or more, through or within one-eighth of a mile of which its line of road runs, and shall provide the necessary arrangements, receive and discharge freight and passengers, and shall stop at least one train each day each way at such station, if trains are run on such road to that extent. Every such corporation neglecting or refusing fully to comply with this section, after demand therefor by any resident of such village, shall forfeit not less than twenty-five nor more than fifty dollars for each and every day such neglect or refusal shall continue, one-half to the use of the person prosecuting therefor.

OWNERS OF ELEVATORS MAY CONSTRUCT TRACKS TO RAILROADS.

SECTION 1802. The owner of any elevator, warehouse or mill, at or near any station or terminus of any railroad, may at his own expense, construct a railroad track from such elevator, warehouse or mill to such railroad, and connect with the same by a switch at a point, within a reasonable distance from such station or terminus, and the railroad corporation shall allow such connection. Such side track and switch shall at all times be under the control and management of and be kept in repair and operated for the benefit of such owner or his assigns by such corporation; but the actual cost of so maintaining and operating the same shall be paid monthly by the owner thereof; and in case of his neglect to so pay the same upon demand, the obligation of this section upon any such corporation shall cease until such payment be made in full.

RESTRICTION OF RATES BY CERTAIN COMPANIES.

SECTION 1803. The Chicago, Milwaukee & St. Paul Railway Company, the Western Union Railroad Company and the Chicago & Northwestern Railway Company, shall not demand, collect or receive a greater compensation for the transportation of persons or property, than is fixed for corresponding distances in the regular published schedule of the tariff rates therefor of the said Chicago,

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Milwaukee & St. Paul Railway Company, in force on the fifteenth day of June, A. D. 1872, and heretofore filed with the railroad commissioner; and this provision shall apply to all railroads owned, leased or operated by said companies or either of them. Each of said companies in this section named shall sell at all their ticket stations within this state, tickets for five hundred miles, which shall be transferable, and also round trip tickets, good for first-class passengers, to and from any station within this state on their respective lines of road, at the uniform rate of three cents per mile, and with the right to the holder thereof to stop over upon his journey, at any station; but no railroad corporation shall be compelled to accept a single fare of less than five cents. This section shall not abridge or control the rates for carrying freight which comes from beyond the boundaries of the state to be carried across or through the state.

NO OFFICER TO BE INTERESTED IN CONTRACTS.

SECTION 1804. No president, director, officer, agent, or employee of any railroad, freight or transportation corporation shall be interested, directly or indirectly, in the furnishing of supplies or materials to such corporation, or in the business of transportation of freight or passengers over the lines owned, leased, controlled or operated by such corporation. No officer of any railroad corporation shall be an officer of any other railroad corporation which owns or controls a parallel or competing line, to be determined by a jury; but this shall not apply to cases where one corporation became responsible for the liability of another, either by advances made or a guaranty of bonds, previous to the first day of March, one thousand, eight hundred and seventy-six, nor to any corporation which had prior to that date been authorized to purchase or hold stock in any other railroad corporation, so far as thus authorized.

GUNPOWDER, ETC., NOT TO BE CARRIED ON PASSENGER TRAINS.

SECTION 1805. No railroad corporation shall transport or carry any gunpowder, dynamite, nitro glycerine, or like explosive articles, in any baggage, mail, express or passenger car; and for every violation thereof by any officer or agent of such corporation shall forfeit not less than two hundred nor more than one thousand dollars.

DOORS OF PASSENGER CARS NOT TO BE LOCKED.

SECTION 1806. No door of any car used for transporting passengers upon any railroad shall be locked while such car is in use or occupied by any passenger, nor be locked so as to prevent free exit from the same at all times; and no kerosene oil of less than three hundred degrees test, or other material of an explosive nature

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shall be used for the purpose of lighting any car used for the transportation of passengers upon any railroad in this state.

TO CARRY AX AND HAND-SAW.

SECTION 1807. Every railroad corporation shall provide and constantly keep in some conspicuous place in every car used for transporting passengers on its road, an ax with a handle, and a hand-saw, both ready for use; and for neglect or failure so to do, shall forfeit twenty-five dollars for each such car not so provided, for each day such failure shall continue.

TRAINS TO STOP BEFORE CROSSING OTHER RAILROADS.

SECTION 1808. Every train of cars and every locomotive about to cross the track of another railroad, shall come to a full stop before arriving at or crossing the track of such other, and within four hundred feet thereof; and the train or locomotive arriving near said crossing first, shall cross and move on first; and every such train or locomotive shall also come to a full stop before crossing or running upon any drawbridge over a stream which is regularly navigated by vessels, during the season when such stream is so used for navigation, and the use of such draw is necessary for the passage of boats, vessels and other crafts navigating the waters of such stream, at a distance from such bridge of not more than six hundred feet; provided, that no such stop need be made before crossing such drawbridge or railroad crossing of railroads operated by the same company, if, at the time, an employe of the company shall be standing on such bridge or crossing, with a proper light, by night, or flag, by day, and signal such train to proceed.

SIGN BOARDS TO BE PUT UP, WHISTLE TO BE BLOWN, ETC.

SECTION 1809. Every railroad corporation shall put up and maintain at all times, at every place where their railroad track crosses a public highway, and near such crossing, a large sign board with the following inscription, painted in large letters on each side: "Look out for the cars," in such manner as to be visible on the highway track at least an hundred feet distant on each side of the crossing; and before crossing any highway, except in cities and villages, with any locomotive, the whistle shall be blown eighty rods from such crossing, and the engine bell run continuously from thence until the highway be crossed by the locomotive. In all cities and villages the engine bell shall be rung before and while crossing any street, and no train or locomotive shall go faster, until after having passed all the traveled streets thereof, than at the rate of six miles per hour.

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FENCES.

SECTION 1810. Every railroad corporation operating any railroad shall erect and maintain on both sides of any portion of its road (depot grounds excepted), good and sufficient fences of the height of four and half feet, with openings, or gates, or bars therein, and suitable and convenient farm crossings of the road for the use of the occupants of the lands adjoining, and shall construct and maintain cattle guards at all highway crossings, and connect their fences therewith, to prevent cattle and other animals from going on such railroad. All roads hereafter built shall be so fenced and such cattle guards be made within three months from the time of commencing to operate the same, so far as operated. Until such fences and cattle guards shall be duly made, every railroad corporation owning or operating any such road shall be liable for all damages done to cattle, horses, or other domestic animals, or persons thereon, occasioned in any manner, in whole or in part, by the want of such fences or cattle guards. But after such fences and cattle guards shall have been in good faith constructed, such liability shall not extend to damages occasioned in part by contributory negligence nor to defects existing without negligence on the part of the corporation or its agents. A barbed wire fence, consisting of two barbed wires, with at least forty barbs to the rod, and one smooth wire, firmly fastened to posts not more than two rods apart, with one good stay between, the top wire not over fifty-two, nor under forty-eight inches high, and the bottom wire not less than sixteen inches from the ground, or a wire fence consisting of four smooth wires, set in the same manner, except that the stays between posts shall not be more than eight feet apart, shall be deemed a sufficient fence; and no fence shall be required in places where the proximity of ponds, lakes, water-courses, ditches, hills, embankments, or other sufficient protection render a fence unnecessary to protect cattle from straying upon the right of way or track.

LABORERS' LIENS.

SECTION 1815. As often as any contractor for the construction of any railroad or part thereof in progress of construction, shall be indebted to any laborer for thirty days' labor or less, either manual or team labor, or both, including team and driver, performed in constructing such road, such laborer may, within thirty days after the performance of the number of days' labor for which claim is made, serve notice in writing, signed by him, his agent or attorney, on the corporation either owning or constructing such road, that he claims such indebtedness, stating the amount thereof, the number of days' labor, and the time when performed, and the name of the contractor from whom due, and thereupon such corporation shall be directly liable to such laborer for the amount so due him,

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provided he bring his action therefor within sixty days after the service of such notice. Such notice shall be served by delivering a copy thereof to an engineer, agent or superintendent in the corporation's employment having charge of the part of the road on which such labor was performed, personally, or by leaving the same at his office or usual place of business, with some person of suitable age therein.

LIABILITIES FOR INJURIES.

SECTION 1816. Every railroad corporation shall be liable for all damages sustained by any agent or servant thereof by reason of the negligence of any other agent or servant thereof, without contributory negligence on his part, when sustained within this state, or when such agent or servant is a resident of and his contract of employment was made in this state, and no contract, rule or regulation between any such corporation and any agent or servant shall impair or diminish such liability.

PENALTY AGAINST GAMING.

SECTION 1817. If any railroad corporation or any agent or servant of any such corporation shall suffer any game to be played for gain, or any betting or gambling by means of any game, machine, device or chance of any description whatsoever, in any car, depot station house, building or other place whatsoever within the care, custody, possession or control of such corporation, agent or servant, such corporation and such agent and servant shall each forfeit not less than fifty nor more than two hundred dollars for each offense, one-half to the use of the person prosecuting; and every such agent or servant shall have authority summarily to arrest, without warrant, any person found in the act of so betting or gambling in any place aforesaid, and bring him before any court of competent jurisdiction, or deliver him to a proper officer to be brought before such court to be dealt with according to law.

PASSENGERS REFUSING TO PAY FARE MAY BE PUT OFF.

SECTION 1818. If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage off the cars, on stopping the cars, and using no unnecessary force, at any usual stopping place, or near any dwelling house, as the conductor shall elect.

PENALTIES.

SECTION 1819. If any railroad corporation, its officers, agents or servants, shall violate or fail to comply with any of the provisions

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of this chapter, for which no forfeiture is otherwise specially provided, such corporation shall, for each and every such violation or failure, forfeit not less than fifty nor more than five hundred dollars, one-half to the person prosecuting, and in addition be liable to the person injured for all damages sustained thereby.

CONVEYANCES, LEASES, MORTGAGES AND SATISFACTION TO BE
RECORDED.

SECTION 1839. Every conveyance or lease, deed of trust, mortgage or satisfaction thereof, made by any railroad corporation, of any franchises, real estate, fixtures, or other real property, in pursuance of law, shall be executed and acknowledged in the manner in which conveyances of real estate by corporations are required to be by these statutes, to entitle the same to be recorded, and shall be recorded in the office of the secretary of state, who shall indorse thereon his certificate thereof, specifying the day, hour and minute of its reception, and the volume and page where recorded, which shall be evidence of such facts. Every such record of any such instrument shall from the time of reception have the same effect as to any property in this state described therein as the record of any similar instrument in the office of a register of deeds may have by law, as to property in his county, and shall be notice of the rights and interest of the grantee, lessee or mortgagee, by such instrument, to the same extent as if it were recorded in each and all of the several counties in which any property therein described may be situated.

REPORTS TO STOCKHOLDERS, WHAT TO CONTAIN.

SECTION 1843. Every railroad corporation shall make an annual report to the stockholders of its operations during the year, ending on the thirty-first day of December, which report shall be verified by the affidavit of the secretary, treasurer and superintendent of the corporation, and shall state:

1. The length of road in operation; the length of single track; the length of double track; the weight of the rail per yard.

2. The capital stock actually subscribed, and the amount paid thereon.

3. The whole cost of the road, showing the amount expended for the right of way, for bridging, grading, iron and buildings, respectively, and for all other purposes incidental to the construction of such road.

4. The amount and nature of its indebtedness, distinguishing the first, second and third mortgage bonds, and the unsecured indebtedness, and the amount due the corporation.

5. The number of through and way passengers, and the rate of fare.

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6. The amount received for the transportation of passengers, property and mails, for interest, and from all other sources, respectively.

7. The amount of freight, specifying the quantity in tons or other usual mode of measurement.

8. The amount paid for repairs of the road, buildings, engines and cars, respectively; for fuel; taxes and interest, specifying the indebtedness on which the same is paid; for wages of employes; for salary paid to each officer where it exceeds one thousand dollars per annum, and for any other purpose incidental to the business of transportation, so as to give a complete statement of the entire annual expense of the corporation.

9. The amount of loss to the corporation from casualty.

10. The number and amount of dividends, and when made, and in what manner such dividends have been paid.

11. The amount appropriated to sinking fund, and the manner in which the same has been applied, and the total amount then held by such sinking fund.

12. The number of persons killed or injured, the causes thereof, and whether passengers or persons employed by the corporation.

13. Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of said corporation.

The secretary of each railroad corporation shall mail to every stockholder thereof, whose post office address is known, a copy of its annual report, and shall file a certified copy thereof with the Railroad Commissioner, on or before the first day of February.

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OPINION OF THE U. S. DISTRICT COURT.

Circuit Court of the United States, Western District of Wisconsin.

The Madison & Portage Railroad
Company, *Complainant*,

vs.

Treasurer of the State of Wisconsin, The West Wisconsin Railway Company, The Wisconsin Railroad Farm-Mortgage Land Company, The North Wisconsin Railway Company, The Chicago, Portage & Superior Railway Company, and The Wisconsin Central Railway Company, *Defendants*.

Upon Original and
Cross-Bills.

Mr. Justice HARLAN delivered the following opinion:

By the first section of the act of congress, approved June 3, 1856, granting public lands to aid in the construction of railroads in the state of Wisconsin, there was granted to that state, "for the purpose of aiding in the construction of a railroad from Madison or Columbus, by the way of Portage City, to the St. Croix River or Lake, between townships 25 and 31, and from thence to the west end of Lake Superior, and to Bayfield, and also from Fond du Lac on Lake Winnebago northerly to the state line, every alternate section of land, designated by odd numbers, for *six* sections in width, on each side of said roads respectively" "But," the act declares, "in case it shall appear that the United States have, when the lines or routes of said roads are definitely fixed, sold any sections or parts thereof granted as aforesaid, or that the right of pre-emption has attached to the same, then it shall be lawful for any agent or agents, to be appointed by the governor of said state, to select, subject to the approval of the secretary of the interior, from the lands of the United States nearest to the tier of sections

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above specified, as much land in alternate sections or parts of sections as shall be equal to such lands as the United States have sold or otherwise appropriated, or to which the right of pre-emption has attached as aforesaid, which lands (thus selected in lieu of those sold and to which pre-emption has attached as aforesaid, together with the sections or parts of sections designated by odd numbers as aforesaid and appropriated as aforesaid) shall be held by the state of Wisconsin for the use and purpose aforesaid: *Provided*, That the lands to be so located shall in no case be further than fifteen miles from the line of the roads in each case and selected for and on account of said roads: *Provided further*, That the lands hereby granted shall be exclusively applied in the construction of that road for which it was granted and selected, and shall be disposed of only as the work progresses, and the same shall be applied to no other purpose whatsoever: *And provided further*, That any and all lands reserved to the United States by any act of Congress, for the purpose of aiding in any object of internal improvement, or in any manner for any purpose whatsoever, be and the same are hereby reserved to the United States from the operation of this act, except so far as it may be found necessary to locate the route of said railroads through said reserved lands, in which case the right of way only shall be granted, subject to the approval of the President of the United States."

The second section provides that the sections and parts of sections of land, which, by such grant, remained to the United States, within six miles on each side of said roads, should not be sold for less than double the minimum price of the public lands when sold; nor should they become subject to private entry until the same had been offered at public sale at the increased price.

By the fourth section it is declared that the lands granted should not be disposed of by the state except in the following manner: That a quantity of land not exceeding 120 sections, and included within a continuous length of twenty miles of roads respectively, might be sold; and when the governor of the state should certify to the secretary of the interior that any twenty consecutive miles of either of said roads were completed, "then another like quantity of land" thereby granted might be sold, and so from time to time, until the roads are completed.

If the roads were not completed within ten years, the act provided that no further sales should be made, and the unsold lands should revert to the United States.

The lands, rights, and privileges thus granted were, on the 8th of October, 1856, formerly accepted by the state upon the terms, conditions, and restrictions contained in the act of Congress, and the state assumed and undertook the trust thereby created.

On the 11th of October, 1856, the state by an act on that day approved, authorized the La Crosse and Milwaukee Railroad Company—a corporation created by the laws of Wisconsin—to construct and

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operate the roads described in the act of Congress, from Madison and Columbus *via* Portage City to St. Croix River and Lake, and from thence to the west end of Lake Superior and to Bayfield; and, for the purpose of aiding such construction, the state granted to that company all its interest and estate, present and prospective, in or to the lands granted by the act of June 3, 1856, for the construction of the railroad between the points and along the routes just named, together with all the rights, privileges, and immunities conferred or intended to be conferred by the act of Congress.

Prior to May 5th, 1864, no portion of the entire route from Madison, *via* Portage City and St. Croix River or Lake, to the west end of Lake Superior and to Bayfield, had been completed, except the line between Portage and Tomah, a distance of 61 miles. That part of the line was constructed in the years 1857 and 1858, and ever since April, 1858, has been in use for freight and passenger trains.

On May 5th, 1864, Congress passed an act "granting lands to aid in the construction of certain railroads in the state of Wisconsin." Since the rights of parties to this litigation depend chiefly, if not altogether, upon the construction and effect which may be given to that act, it is necessary to refer, at some length to its provisions.

By the first section it is declared "that there be and is hereby granted to the State of Wisconsin for the purpose of aiding in the construction of a railroad *from a point on the St. Croix River or Lake, between townships 25 and 31, to the west end of Lake Superior, and from some point on the line of said road, to be selected by said state, to Bayfield*, every alternate section of public land designated by odd numbers, for *ten* sections in width on each side of said road, *deducting* any and all lands that may have been granted to the State of Wisconsin for the same purpose by the act of Congress of June 3d, 1856, upon the same terms and conditions as are contained in the act granting lands to the State of Wisconsin, to aid in the construction of railroads in said state, approved June 3d, 1856." "But," the act provides, "in case it shall appear that the United States have, when the line or route of said road is definitely fixed, sold, reserved, or otherwise disposed of any sections or parts thereof, granted as aforesaid, or that the right of pre-emption or homestead has attached to the same, then it shall be lawful for any agent or agents, to be appointed by said company, to select, subject to the approval of the Secretary of the Interior, from the public lands of the United States, nearest to the tier of sections above specified, as much land in alternate sections or parts of sections as shall be equal to such lands as the United States have sold or otherwise appropriated, or to which the right of pre-emption or homestead has attached as aforesaid, which lands (thus selected in lieu of those sold, and to which pre-emption or homestead right has attached as aforesaid, together with sections and parts of

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sections designated by odd numbers as aforesaid, and appropriated as aforesaid), shall be held by said state for the use and purpose aforesaid: *Provided*, That the lands to be so located shall in no case be further than 20 miles from the line of the said roads, nor shall such selection or location be made in lieu of lands received under the said grant of June 3d, 1856, but such selection and location may be made for the benefit of said state, and for the purpose aforesaid, to supply any deficiency under the said grant of June 3d, 1856."

By the second section of the act a grant, in similar terms, and upon like conditions as to the selection of lands in lieu of sections or parts of sections appearing, when the line or route of the road shall have been definitely fixed, to have been sold, reserved, or otherwise disposed of, was made to the state for the purpose of aiding in the construction of a railroad *from Tomah to the St. Croix River or Lake, between sections 25 and 31*, of "every alternate section of public land, designated by odd numbers, for *ten* sections in width on each side of said roads, *deducting* any and all lands that may have been granted to the State of Wisconsin for the same purpose by the act of Congress granting lands to said state to aid in the construction of certain railroads, approved June 3, 1856, upon the same terms and conditions as are contained in the said act of June 3d, 1856."

By the 3d section of the act, and upon like conditions as to the selection of lieu lands, (except that no reference was made to deductions of lands granted by or received under the act of June 3, 1856,) there was granted to the state, to aid in the construction of a railroad *from Portage City, Berlin, Doty's Island, or Fond du Lac, as the state might determine, to Bayfield, and thence to Superior, on Lake Superior*, "every alternate section of public land, designated by odd numbers, for *ten* sections in width on each side of said road, upon the same terms and conditions as are contained in the act granting lands to said state to aid in the construction of railroads in said state, approved June 3, 1856."

Section 4 declares that the sections and parts of sections of land remaining to the United States, within ten miles on each side of said roads, shall not be sold for less than double the minimum price of the public lands when sold; nor should any of the said reserved lands become subject to private entry until the same shall have been first offered at public sale at the increased price.

By section 5 it is provided that the time fixed and limited for the completion of the roads in the act of June 3, 1856, was extended to a period of five years from and after May 5, 1864.

Section 6 is similar to the last proviso of section 1 of the act of June 3, 1856.

By section 7 it was declared that whenever there was "completed 20 consecutive miles of any portion of said railroads, supplied with all necessary drains, culverts, viaducts, crossings, siding

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bridges, turn-outs, watering places, depots, equipments, furniture, and all other appurtenances of a first-class railroad, patents shall issue conveying the right and title to said lands to the said company entitled thereto, on each side of the road, *as far as the same is completed*, and *coterminous with said completed section*, not exceeding the amount aforesaid, and patents shall in like manner issue as each 20 miles of said road is completed: *Provided, however*, That no patents shall issue for any of said lands unless there shall be presented to the Secretary of the Interior a statement, verified on oath or affirmation by the president of said company, and certified by the governor of the State of Wisconsin, that such 20 miles have been completed in the manner required by this act, and setting forth with certainty the points where such 20 miles begin and where the same end; which oath shall be taken before a judge of a court of record of the United States.

The eighth section declares that the lands granted by that act shall, when patented as provided in the seventh section, be subject to disposal, for the purposes stated in the act and for no other, and the railroads should be and remain public highways for the use of the government of the United States, free from all toll or other charge, for the transportation of any property or troops of the United States.

The ninth and only remaining section provides that if the road mentioned in the third section is not completed within ten years from the passage of the act, as provided therein, no further patents should be issued to the company for such lands, no further sales should be made, and the lands unsold should revert to the United States.

On the 20th of March, 1865, the lands granted by the act of May 5th, 1864, were accepted by the state, subject, however, to all the conditions of said act of congress," and the state consented "to execute the said trust, created by the aforesaid act of congress, pursuant, in all things, to the terms, limitations and conditions of said act." The secretary of state of Wisconsin was required to transmit a certified copy of the resolution, showing such acceptance, to the secretary of the interior.

Recurring to the provisions of the acts of June 3, 1856, it seems to be reasonably clear that that act contemplated or, at any rate, rendered possible the construction, by one company, of a single continuous railroad from Madison or Columbus, via Portage City and St. Croix River or Lake, to the west end of Lake Superior and to Bayfield. But the continuity of such line was destroyed, and in my opinion, was intended to be destroyed, by the act of May 5, 1864. Instead of making an additional or increased grant for one entire line, as described in the act of June 3, 1856, from Madison or Columbus to Lake Superior, Congress, in one section of the act of 1864, made a distinct grant for a railroad from a point on the St. Croix River or Lake, between townships 25 and 31, to the west

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end of Lake Superior and to Bayfield; in another section, a distinct grant to aid in the construction of another railroad from Tomah to St. Croix River or Lake, between townships 25 and 31; and, in a third section, a distinct grant for another and distinct railroad from Portage City, Berlin, Doty's Island, or Fond du Lac to Bayfield, thence to Superior. If Congress had intended to give additional lands for the benefit of the same or a single and continuous line, from Madison or Columbus, via St. Croix River or Lake, to the west end of Lake Superior and to Bayfield, as described in the act of June 3, 1856, that result could have been effected by an amendment of that act, simply extending, for the benefit of the line therein described, and which had then been formally located, the place limits to ten miles and the indemnity limits to twenty miles. But, instead of adopting that course, it made a specific grant, in separate sections, for distinct roads, between designated terminal points, without requiring the parties or companies constructing those several lines to adopt the line or route which may have been located under or by virtue of the act of June 3, 1856. This course was, perhaps, suggested by the fact, of which we may presume congress had knowledge, that nearly eight years had elapsed after the state's acceptance of the act of June 3, 1856, without anything whatever being done upon the line, west and north of Tomah, beyond the mere location of the route from Tomah via St. Croix River or Lake to Lake Superior. But whatever considerations may have influenced Congress, we are satisfied that the purpose of the act of May 5, 1864, was to break the continuity of the original line from Tomah via St. Croix River or Lake to the west end of Lake Superior and to Bayfield, and devote to the construction of separate and distinct portions of that line an increased quantity of lands beyond the amount granted by, or which could have been made available under, the act of 1856.

An important question arising upon the construction of the acts of 1856 and 1864 is, whether the act of 1864 provides for the disposal of the granted lands upon a principle, or by a rule, different from that prescribed in the act of 1856; and, further, whether that of 1864 has not practically, and without violating any of the rights of the parties to this cause, superseded the essential portions of the act of 1856.

Touching the act of June 3d, 1856, some of the counsel insist that the lands which, by that act, were allowed to be selected in lieu of lands appearing to have been previously sold or otherwise appropriated by the government, or the lands earned by the construction of each twenty continuous miles, could have been located anywhere along the entire line from Madison via Portage and St. Croix River or Lake to the west end of Lake Superior and to Bayfield, and that the selection of such lands was not, by that act, limited to the public lands, coterminous with any completed sec-

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tion of 20 miles and within 15 miles of the line of road. Without stopping now to inquire how far that construction of the act of June 3d, 1856, is maintained by some of the adjudged cases, or by the action of any department of the government, it is quite certain that the act of May 5th, 1864, admits of the disposal of the lands therein granted only upon the coterminous principle. Upon the completion of 20 consecutive miles in the manner required for a first-class railroad, and upon the fact of such completion being certified by the Governor, and sustained by affidavit presented to the Secretary of the Interior, patents could issue for the lands earned in the construction of such twenty continuous miles. But the statute, in language too explicit to admit of doubt, or to require construction, declares that the patents shall convey the right and title to such earned lands, to the companies entitled thereto, "on each side of the road *as far as the same is completed, and coterminous with said completed section*, not exceeding the amount" prescribed in the act. According to the act of 1864, patents for lands earned in pursuance of its provisions could issue only to the companies constructing the roads described in the act, or to the companies to whom the benefit of the grant might be transferred.

It is, however, contended with much earnestness that the act of 1864, so far from repealing or modifying the act of 1856, recognizes and requires the enforcement of its provisions as to all lands covered by the grant therein contained. But, in my opinion, this position is unauthorized by anything contained in the act of May 5, 1864, and is inconsistent with the evident intention of Congress in making distinct grants for the several roads designated in that act. The grant is of "every alternate section of public land designated by odd numbers for ten sections in width on each side of said road, deducting any and all lands that may have been granted to the state of Wisconsin for the same purpose by the act of Congress of June 3, 1856, upon the same terms and conditions as are contained in the act granting lands to the state of Wisconsin to aid in the construction of railroads in said state, approved June 3, 1856." It certainly was not the intention of Congress, by the act of May 5, 1874, to grant to the state every alternate odd section "for ten sections in width on each side of said road," *in addition* to the alternate odd sections "for six sections in width on each side" of the roads, granted by the act of June 3, 1856. The purpose of the act of May 5, 1864, was, as to the several roads therein described, to grant the alternate odd sections for ten sections in width in place of odd alternate sections for six sections in width, granted by the act of June 3, 1856; and instead of indemnity limits for fifteen miles, as provided in the last named act, to allow selections of lands within twenty miles of the located line. If, within the place limits, as established and rendered certain under the act

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of 1864, either by the location of a new route or by the partial adoption of the route located under the act of 1856, there should be found lands within the place limits, as established under the act of 1856, the title to which had not been earned or become vested, it was intended that such lands be taken as a *part of* the place limits under the act of 1864, and not *in addition* to the alternate sections for ten sections in width, granted by the act of 1864. That is manifestly what was meant by the requirement that the lands granted by the act of 1856 should be *deducted* from the alternate odd sections for ten sections in width granted by the act of 1864. This construction is fortified by the first proviso of section 1 of the act of 1864, which declares that the lands to be located in lieu of lands which had been sold or appropriated by the government, and which, therefore, could not be used to aid in constructing the railroad, should not be made "in lieu of lands *received* under the said grant of June 3, 1856," but that such location might be made to supply any "*deficiency*" under the grant of June 3, 1856. That is to say, lands granted by the act of 1856, if found, upon the definite location of the respective roads under the act of 1864, to be within the place limits defined by the latter act, were not to be regarded as having been previously appropriated by Congress, so as to entitle the company constructing the road, under the act of 1864, to claim other lands in lieu thereof, but they were to be taken as a *part of* the "ten sections in width" granted by the act of 1864. It was, therefore, to be *deducted* from the affirmative grant of ten sections in width made in 1864. The word "deducting" was not, perhaps, the very best one to express the intention of Congress, but that Congress intended what I have indicated is reasonably clear.

If we are correct in our construction of the act of May 5th, 1864, it follows that the lands *coterminous with each completed section of twenty consecutive miles* of the respective roads described in and granted by *that act* were exclusively for the benefit of the respective companies who should, under the provisions of that act, construct each completed section of twenty miles, and that no one of the companies constructing a road *under that act* could, for any deficiency of lands coterminous with its own line, supply such deficiency out of lands coterminous with other lines constructed by other companies under the same act. In other words, Congress intended that all the lands granted by and earned under the act of May 5, 1864, by means of constructed road, should be disposed of according to the coterminous principle.

It results, also, from what has been said, that its acceptance of the grant of May 5, 1864, subject to all the conditions prescribed in the act of Congress, and its agreement to execute the trust therein created by Congress, "pursuant in all things to the terms, limitations, and conditions in said act," binds the state to an ad-

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ministration of the grant upon the coterminous theory, unless rights had previously accrued under and by virtue of the act of June 3, 1856, which Congress could not, even with the consent of the state, ignore or violate, or unless, subsequent to the passage and acceptance of the act of 1864, the state, with the consent of Congress or in harmony with its legislation, recognized, in some binding form, the rights growing out of the act of June 3, 1856. Whether any of the parties to this litigation have any such rights, or whether any of them can object to the administration of the grant upon the principles enumerated in the act of May 5, 1864, we now proceed to inquire.

Before considering the exact status at the time of the passage of the act of May 5, 1864, of the several parties to this litigation, it is necessary to state somewhat in detail all that had been accomplished between the date of the passage of the act of June 3, 1856, and prior to the passage of the act of May 5, 1864.

We have already referred to the act of October 11, 1856, whereby the state conferred the grant of June 3, 1856, upon the La Crosse and Milwaukee Railroad Company. From the act of October 11, 1856, it appears —

That the title to the lands granted by the act of June 3, 1856, was not to vest or be subject to disposal except upon the completion of each section of twenty consecutive miles, and that the company was prohibited from making sales exceeding six sections of land for every mile of road completed;

That the La Crosse and Milwaukee Railroad Company agreed to complete the entire road from Madison and from Columbus *via* Portage City to the St. Croix River or Lake, between townships 25 and 31, and from thence to the west end of Lake Superior and to Bayfield, within ten years from June 3, 1856, and to complete those portions between Madison and Portage City, and between Columbus and Portage City, simultaneously as nearly as practicable, and by December 31, 1858;

That in case the company should violate the provisions of the act of October 11, 1856, the legislature of Wisconsin might repeal that act, and might revoke the rights and franchises therein conferred, so far as the same had not been performed and fulfilled, and so far as the rights and privileges thereby granted had not become complete and absolute.

The La Crosse and Milwaukee Railroad Company promptly accepted the grant, lands, rights and privileges conferred by the act of October 11, 1856, upon the terms, conditions and restrictions therein contained.

On the 31st of December, 1856, the company executed to Bronson and others, as trustees, a deed of trust or mortgage containing the usual provisions, covering all the property which then constituted, or might thereafter constitute, or be a part of the road of the

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grantor from Madison by way of Portage to St. Croix River or Lake, between townships 25 and 31, and from Portage to La Crosse, to secure bonds amounting to \$10,000,000, proposed to be issued for the construction of said roads, including all lands granted or intended to be granted to that company, so far as the same pertained or were applicable to the construction of the road from Madison by way of Portage to the St. Croix River or Lake, and also all the property which the company might thereafter acquire, as fully and amply as the same might or could be conveyed if the roads had then been fully constructed and completed, and also the particular lands granted by the acts of June 3, 1856, and October 11, 1856, so far as the same were applicable to the construction of the road from Madison to St. Croix River or Lake.

Subsequently, in March, 1857, the La Crosse and Milwaukee Railroad Company was authorized, by an act of the legislature of Wisconsin, to transfer and convey to the St. Croix and Lake Superior Railroad Company all its right, title, and interest in the lands, theretofore granted to it by the state, which lie north of a point of intersection with St. Croix River or Lake, upon the making of which conveyance the grantee should possess all the rights, powers, and privileges, in regard to the construction of the road from such point of intersection to the west end of Lake Superior and to Bayfield, and in regard to the application and disposal of such lands, which had been conferred upon the grantor company by said act of October 11, 1856; and the grantor company, from the date of such conveyance, should be exonerated from all liability or duty as to the construction of that portion of the original line north of the St. Croix River or Lake.

On the 10th of March, 1857, the La Crosse and Milwaukee Railroad Company executed to the St. Croix and Lake Superior Railroad Company the conveyance authorized by the act to which reference has just been made. It contained, however, this clause:

"But it is hereby expressly understood between the parties hereto, that the said La Crosse & Milwaukee Railroad Company possesses and does not surrender or release the right of selecting any lands within fifteen miles of and more than six miles from the route of the said road or roads *between the St. Croix River or Lake and the west end of Lake Superior, and also between the said route and Bayfield*, for the purpose of making up any deficiency which does or may exist in the quantity of lands to which the said La Crosse and Milwaukee Railroad Company is or may be entitled upon that point (*part*) of its line extending *from Madison to the St. Croix River or Lake.*"

By the same instrument, the St. Croix & Lake Superior Railroad undertake to construct the designated roads, north of St. Croix River or Lake to the west end of Lake Superior and to Bayfield, within ten years after June 3, 1856.

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Following, chronologically as far as possible, the history of the events as they transpired and were connected with the proposed lines of road, we find:

That on the 2d of August, 1858, there was certified to the governor of Wisconsin the completion by the La Crosse and Milwaukee Railroad Company of twenty additional miles westward from Portage City, making sixty-one continuous miles from that city westwardly to Tomah, in the direction of St. Croix River or Lake, so as to admit of the running of regular trains, both freight and passenger. But on the 23d of July, 1858, the governor refused to certify the same to the Secretary of the Interior, placing his refusal upon the ground that the conditions upon which the grant was made by the state to the company had not been complied with, in that the company had not built any road from Madison and from Columbus to Portage, simultaneously or at all, while both of such roads — from Madison to Portage and from Columbus to Portage — were to have been completed by December 31, 1858.

After the location of the line from Madison to Portage, in June, 1857, and prior to 1861, the La Crosse and Milwaukee Railroad Company partially graded portions thereof, expending from \$50,000 to \$75,000.

By an act of the legislature of Wisconsin, approved April 12, 1861, the Sugar River Valley Railroad Company was authorized to build and operate a railroad from Madison and the village of Columbus, on the most direct and feasible routes, to Portage — both roads to be completed simultaneously, as near as practicable, and to be completed by December 31, 1863. For the purpose of aiding in the construction of such roads, there was granted to that company all the interest and estate, then present and prospective, of the state in and to so much of the lands granted by the United States to Wisconsin by the act of June 3, 1865, as was or could be made applicable to the construction of that part of the railroad described in said last-named act, lying between Madison and Portage, together with all the rights, privileges, and immunities conferred or intended to be conferred by the act of congress, as to so much of said grant of land. The act provided for the acquisition of title to the land by the company, in the same mode and upon the same conditions substantially as prescribed in the act of October 11, 1856, in relation to the La Crosse and Milwaukee Railroad Company.

That act provides also —

That in case the Sugar River Valley Railroad Company should construct their road, or any part of it, upon or over any route upon or over which any other railroad company was authorized to construct a railroad, or upon or over which it had prior to that date actually surveyed or located its line of railroad, then it should be the duty of the Sugar River Valley Railroad Company to settle with such railroad company, upon principles of justice and equity, for all the prop-

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erty and rights of property which it should take, injure or destroy, and pay therefor whatever it should be reasonably worth;

That in case the company should fail to expend at least \$50,000 in the construction of said road within one year, or should fail to complete the road from Madison to Portage, so as to admit of the running of regular trains upon the same by December 31, 1863, or should otherwise violate the provisions of said act of April 12, 1861, the legislature might repeal the same, and revoke and annul all the rights and franchises therein conferred upon said company, so far as the same had not been performed and fulfilled, and so far the rights and privileges granted had not become complete, absolute, or vested.

That so much of the act of October 11, 1856, and so much of the grant of lands thereby granted to the said La Crosse and Milwaukee Railroad Company as were or could be made applicable to the construction of a railroad from Madison to Portage, and from Columbus to Portage, and all the rights, privileges, and franchises thereby conferred, granted, and conveyed to and upon the La Crosse and Milwaukee Railroad Company, so far as the roads from Madison to Portage, and from Columbus to Portage, and the lands granted to aid in the construction of the same were concerned, were thereby repealed, revoked, annulled, and declared void.

In January, 1862, a decree of foreclosure and sale was rendered in the District Court of the United States for the District of Wisconsin, of the trust-deed executed by the La Crosse and Milwaukee Railroad Company to Bronson and others. The sale under this decree took place April 5, 1863, the purchasers being William Wallace and William H. White.

On the 20th of January, 1863, the Sugar River Valley Railroad Company failed, suspended payment, and practically closed all operations on the line between Madison to Portage, but, prior to that date, it had expended for grading, and in acquiring the right of way, about \$40,000.

By an act approved April 1st, 1863, the Tomah and Lake St. Croix Railroad Company was incorporated, with authority to build and operate, on such route, or from such point as the directors should determine in Tomah, on the track of the Milwaukee and La Crosse Railroad, or any other railroad running out of Tomah, (that being the point westward of Portage City to which the 61 miles of road from Portage City, constructed in 1857 and 1858 by the La Crosse and Milwaukee R. R. Co., extended,) by way of Black River Falls, thence by the most feasible route to such point on the Lake St. Croix, between townships 25 and 31, as the directors should determine. For the purpose of aiding in the construction of said railroad there was granted to that company all the interest and estate, then present and prospective, of Wisconsin, in and to so much of the lands granted by the United States, by

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the act of June 3, 1856, as was or could be made applicable to the construction of that part of said railroad lying *between the village of Tomah and Lake St. Croix*, together with the rights, privileges, and immunities conferred or intended to be conferred by said act of June 3, 1856, as to so much of said grant, — the title to the lands thus granted to vest in the same mode and upon the same conditions, substantially, as those prescribed in reference to the La Crosse and Milwaukee Railroad Company by the act of October 11, 1856.

The act further provided that so much of the act of October 11th, 1856, and so much of the grant thereby of lands to the La Crosse and Milwaukee Railroad Company as was or could be made applicable to the construction of a railroad from Tomah to Lake St. Croix, and all the rights, privileges, and franchises thereby conferred, granted, and conveyed to the said La Crosse and Milwaukee Railroad Company, so far as the road from Tomah to St. Croix and the lands therein granted to and in the construction of the same were concerned were thereby repealed, revoked annulled, and declared void.

On the 5th of May, 1863, Wallace and White received a deed from the marshal, and upon the same day organized a corporation under the name of Milwaukee and St. Paul Railway Company, to which was conveyed by the decretal purchasers, among other things, the lands granted or intended to be granted to the La Crosse and Milwaukee Railroad Company by virtue of the acts of June 3d, 1856, and October 11th, 1856, so far as lands pertained or were applicable to the construction of the roads from Madison by way of Portage to the St. Croix River or Lake.

By an act approved March 31, 1864, the St. Croix and Lake Superior Railroad Company was authorized and empowered to preserve and protect the timber growing or being upon any of the lands theretofore granted by Congress to the State of Wisconsin by the act of June 3, 1856, and "which are situated within fifteen miles of the located line of such company's railroad."

We have now stated, so far as we have been able to collect them from the immense mass of papers before us, the important facts in connection with the lines of railroad between Madison *via* Portage and St. Croix River to the west end of Lake Superior and to Bayfield, which transpired between the passage of the act of June 3, 1856, and the acceptance by the state of the act of the 5th of May, 1864. At the date last named, as we have shown, no part of the line between Madison and Portage had been constructed. Nothing had been done except to locate and partially grade the lines between those points. The company charged with the duty of completing the road from Madison to Portage by December 31, 1863, had, prior to May 5, 1864, failed and suspended operations, and was in suspension at the last-named date. Between Tomah

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and St. Croix Lake, and between St. Croix Lake and the west end of Lake Superior and Bayfield, nothing whatever had been done in the way of construction prior to May 5, 1865. The respective companies seeking or claiming the benefit of or operating under the grant of June 3, 1856, had done substantially nothing between Tomah and Lake Superior beyond locating their lines on the designated routes,

Returning to the inquiry whether the acceptance by the state of the provisions of the act of May 5th, 1864, were inconsistent with any rights which then belonged to the predecessors in interest of the parties to this cause, let us first examine the case as to —

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formerly the Tomah and Lake St. Croix Railway Company. It seems to be clear that that company, at least, is not in any position to object to the administration of the congressional grant upon the coterminous principle. It would seem to be estopped, upon every principle of equity, from asserting any claim to supply its deficiency of land, if any such exists, out of lands beyond its line and along the road constructed and to be constructed by other companies north of its line and between St. Croix River or Lake and Lake Superior. The state, by an act approved March 29, 1865, conferred upon that company, the benefit of the increased grant, and, among other things, all and singular the rights, privileges and interests conferred and bestowed upon the state by the act of May 5, 1864, including the privilege given *by that act*, as to the extension of time for building the road from Tomah to St. Croix River or Lake, between townships 25 and 31. The company accepted the grant upon the same conditions and restrictions as were imposed by Congress upon the state in the act of 1864. Besides, it accepted from Congress, by joint resolution approved July 13, 1868, a further extension of three years for the completion of its road beyond the time limited by the act of 1864. It accepted and caused to be filed with the Secretary of the Interior a certificate from the governor of the state, dated September 10, 1870, showing that the first 80 miles constructed by it had been built and completed in the manner required by the act of May 5, 1864.

It accepted and caused to be filed a similar certificate as to another section of 20 continuous miles. After these repeated recognitions of the act of May 5, 1864, after accepting the benefits, the extension of time and all the privileges given by that act and by the act of 1868, it should not be heard to claim lands beyond its terminal points and within the limits granted to other companies who have entered upon the work of construction under the authority and upon the faith of the act of May 5, 1864. If, as claimed, the North Wisconsin Railroad Company, which is engaged in con-

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structing the road from St. Croix Lake or River to Bayfield, has received grants of land in violation of the coterminous principle prescribed in the act of May 5, 1864, that is a matter between the state or the United States and that company, of which the West Wisconsin Railroad Company may not complain. And so if the West Wisconsin Railroad Company has, as urged, received lands along or opposite to its line which it had no lawful right to receive under the act of 1864, that is not a matter to be corrected in this litigation, or of which other companies can complain under the present issues, provided such other companies were not themselves entitled to the lands thus alleged to have been illegally appropriated and received by the West Wisconsin Railroad Company. As to whether it has, in fact, received patents for lands to which it was not entitled, the court expresses no opinion. Its decision upon the claim of the West Wisconsin Railway Company is restricted to the single point that it cannot supply its alleged deficiency out of the lands north of St. Croix River or Lake and beyond its own terminal points, whether such lands are claimed by the North Wisconsin Railway Company, the Chicago, Portage & Superior Railway Company, or the Wisconsin Central Railway Company.

MADISON AND PORTAGE RAILWAY COMPANY.

Our next inquiry relates to the claim of the Madison and Portage Railway Company to supply its alleged deficiency from lands north of St. Croix River or Lake.

We have already seen that the rights, privileges, and franchises conferred in 1856 upon the La Crosse and Milwaukee Railroad Company, so far as the roads from Madison to Portage and from Columbus to Portage, and the lands granted to aid in the construction of the same were concerned, were, in the year 1861, revoked, annulled, and declared void by the state. The right of the state to make such revocation cannot well be disputed in view of the reservations in the act of Oct. 11, 1856, and the failure of the La Crosse and Milwaukee Railroad Company to complete such roads by the time stipulated in that act, viz., December 31, 1858. What the La Crosse and Milwaukee Railroad Company may have previously done upon the line between Madison and Portage, in the way merely of grading, did not create any rights in its favor against the state or against the United States—certainly, no rights that were complete or absolute, or which prevented the state in 1861, from recalling its grant to that company.

We have also seen that in the statute of 1861, declaring such revocation, the right to construct the road from Madison to Portage was conferred upon the Sugar River Valley Railroad Company, together with the lands, privileges, and immunities, as to that part of the original line, which had been previously conferred upon and granted

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to the La Crosse and Milwaukee Railroad Company. But the Sugar River Valley Railroad Company, (the predecessor of the Madison and Portage Railroad Company) did not comply with the terms of the said act of 1861. It did not, as it expressly agreed to do, expend upon its road, within one year from the passage of the act, the sum of \$50,000. Nor did it, by December 31, 1863, complete the road from Madison to Portage, so as to admit of the running of regular trains upon the same, or at all. On the contrary, as early as January 26, 1863, it failed, suspended payment, and practically closed all operations on its road. It had not resumed operations when the act of May 5, 1864, was passed, or when its provisions were accepted by the state. It had not, at either date, acquired any right which was "complete, absolute, or vested." It was in a position where the state, by virtue of the reservations of power contained in the act of 1861, could revoke all the authority conferred upon it, including the right to earn lands as compensation or bounty for constructed road. Its violation of the act of 1861, in the particulars named, authorized the state, at the time of its acceptance of the act of May 5th, 1864, to repeal the act of 1861, and revoke the grant thereby made. The state did not, so far as I can find in the record, formally exercise such right of repeal and of revocation, but it did, on the 20th of March, 1865, as it might lawfully have done, that which was practically equivalent to a revocation of the rights granted in the act of 1861, that is to say, it agreed, with the United States, to execute the trust created by the act of 1864, pursuant, in all things, to the terms, limitations, and conditions of that act—an agreement which, we have seen, required the disposal, according to the coterminous principle, of all the lands granted by the act of 1864 among the several companies constructing, under the sanction of its authority, each continuous 20 miles. That agreement embraced all the lands beyond or northwest of Tomah and as far north as Lake Superior, and was inconsistent with any right, in the Sugar River Valley Railroad Company, thereafter to earn and appropriate lands, beyond its own line and within the limits, terminal and lateral, prescribed by the act of May 5, 1864.

If it was competent for the state, on March 20, 1865, as it unquestionably was, to revoke the grant of 1861 to the Sugar River Valley Railroad Company, it was equally competent, without a formal revocation of such grant, to stipulate with the United States that it would dispose of the lands granted and received under the act of 1864, according to the terms therein prescribed. If we are correct in this view it results that no action of the state, subsequent to March 20, 1865, continuing in force the grant of 1861 to the Sugar River Valley Railroad Company, or substituting the Madison and Portage Railroad Company to the enjoyment of the rights originally conferred upon the Sugar River Valley Railroad Company, could affect its obli-

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gation to the United States to respect and execute the provisions of the act of May 5, 1864. It is enough for the disposition of the claim of the Madison and Portage Company that the Sugar River Valley Railroad Company had no substantial right, on March 20, 1865, which prevented the state from agreeing to execute the trust created by the act, of May 5, 1864, pursuant in all things to its provisions, including the provision which declared the coterminous principle. The effect of the act of May 5, 1864, and of its acceptance by the state, so far as the Sugar River Valley Railroad Company, or its successor, was concerned, was to protect or withdraw the lands described in that act from any claim of that company on account of deficiency lands to which they might become entitled by actual construction of road, at a subsequent date, under the grant of June 3, 1856.

WISCONSIN RAILROAD FARM-MORTGAGE LAND COMPANY.

We will now consider the case of the Wisconsin Railroad Farm-Mortgage Land Company, which claims to be the successor of the La Crosse and Milwaukee Railroad Company as to all rights accruing upon the construction of the sixty-one miles of road between Portage and Tomah in the years 1857 and 1858.

It will be remembered that the La Crosse and Milwaukee Railroad Company, on the 10th of March, 1857, under authority conferred by the state, transferred to the St. Croix and Lake Superior Railroad Company the right to construct the original line north of St. Croix Lake or River, and such benefits and privileges as were connected with the grant contained in the act of June 3d, 1856. The indenture between the parties contained, as has been seen, an acknowledgment that the La Crosse and Milwaukee Railroad Company *then possessed* and did not surrender or release the right to select lands within fifteen miles of and more than six miles from the route of the roads north of the St. Croix River or Lake, to supply any deficiency which then existed or might thereafter exist in the quantity of lands to which the La Crosse and Milwaukee Railroad Company was or might be entitled upon that part of its line extending from Madison to the St. Croix River or Lake. It does not appear that the state previously assented to, or contemplated, such an arrangement between the parties. But, waiving any consideration of its validity because of the absence of such assent, it is clear that the state, after its acceptance of the act of 1864, and before the date of its grants to the North Wisconsin Railroad Company, the Chicago and Northern Pacific Air-Line Railway Company, and Wisconsin Central Railway Company conferred upon the Wisconsin Railroad Farm-Mortgage Land Company the benefit of the reservation contained in the contract and indenture of March 10, 1857.

The purchasers at the decretal sale of the rights and interests

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conveyed by the mortgage to Bronson and others, by apt and sufficient words, conveyed and transferred to the Milwaukee and St. Paul Railroad Company before the passage of the act of May 5th, 1864. Although that company necessarily took, subject to the right of appeal and revocation, reserved to the state in the charter of the La Crosse and Milwaukee Railroad Company, and was, therefore, for the reasons already stated, in no position to object to the state's accepting and agreeing to execute the provisions of the act of May 5th, 1864 — the state not having previously assented to the contract and reservation contained in the indenture of March 10, 1857 — we find that as early as the year 1868, the state agreed that the farm-mortgagors might have the benefit of any claim to the lands donated by Congress which the Milwaukee and St. Paul Railroad Company had acquired as the successor of the La Crosse and Milwaukee Railroad Company, on account of the construction of the road from Portage to Tomah. If, without the consent of Congress, no such claim was maintainable under the act of June 3, 1856, nevertheless, in 1868, Congress authorized the legislature to dispose of the lands granted, and which might have accrued and been certified to the state, under the act of June 3d, 1856, to aid in the construction of the road from Madison or Columbus via Portage to St. Croix River or Lake, for the benefit of the Wisconsin Railroad Farm-Mortgage Land Company. We also find that the legislature of Wisconsin, by an act approved March 23, 1872, declared the Wisconsin Railroad Farm-Mortgage Land Company to be the legal successor (as to the rights acquired and conferred in and to a portion of the lands granted by Congress to the state of Wisconsin, by an act approved June 3, 1856), of the La Crosse and Milwaukee Railroad Company, as *fixed and reserved in and by the contract entered into by and between the La Crosse and Milwaukee Railroad Company and the St. Croix and Lake Superior Railroad Company, executed March 10, 1857*, and duly filed in the office of the Secretary of State of Wisconsin.

The act directed the governor to carry out the provisions of that contract and convey to the Wisconsin Railroad Farm-Mortgage Land Company, out of the lands granted by the act of June 3, 1856, such quantity of lands as had been or thereafter might be made applicable thereto, as should make, together with the lands theretofore conveyed to that company, the exact number of six sections for each mile of the railroad constructed by the La Crosse & Milwaukee Railroad Company from Portage to Tomah, a distance of sixty-one miles. At the same time, or on the day previous, the acts conferring the grants of June 3, 1856, and May 5, 1864, upon the St. Croix & Lake Superior Railroad Company were repealed, but with the proviso that nothing therein should be construed to impair the rights of the Wisconsin Railroad Farm-Mortgage Land Company to the grant of June 3, 1856. Congress and the state

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seem to have concurred in desiring to provide full compensation, in lands, to the Farm-Mortgage Company for the sixty-one miles of road constructed and in use long prior to 1864. Such was the unfulfilled engagement of the state to that company when, in 1874, to the North Wisconsin Railway Company and the Chicago & Northern Pacific Air-Line Railway Company was granted the right, title and interest which the state then had or might thereafter acquire in the lands granted by the acts of June 3, 1856, and May 5, 1864, to aid in the construction of the roads north of St. Croix River or Lake. The two companies, it is clear, took their grants with the knowledge that the state had, by a previous act, directed the governor to execute the contract of March 10, 1857, which expressly recognized the right of the La Crosse & Milwaukee Railroad Company to supply any deficiency south of St. Croix River or Lake out of lands north of that river or lake.

It seems to me, therefore, that recognizing the right of the State to accept the grant of May 5, 1864, without doing violence to the then existing rights of any of these companies, or of their predecessors, it yet became bound by its subsequent ratification of the contract of March 10, 1857, before the date of the grants to the North Wisconsin Railroad Company, and the Chicago and Northern Pacific Air Line Railway Company, to grant to the Wisconsin Railroad Farm-Mortgage Land Company, out of the lands north of St. Croix River or Lake, a quantity sufficient to satisfy its claim for the construction by its recognized predecessor of the sixty-one miles of road between Portage and Tomah. The claim of the Wisconsin Railroad Farm-Mortgage Land Company related to road constructed south of Tomah, and neither that company or its predecessor were required to accept the provisions of the act of 1864. That part of the line described in the original act was not embraced by or referred to in that act, for the reason doubtless, that it had in fact been constructed before its passage. It was, therefore, left under the operation of the act of June 3, 1856. And even if that act did not require deficiency lands to be selected upon the coterminous principle, it was competent for the state in view of the action of Congress, after accepting the act of 1864, and before conferring the grant therein contained upon the North Wisconsin and Chicago and Northern Pacific Air-Line Railway Company, to allow the Farm Mortgage Land Company to select the deficiency lands, earned by its predecessor for constructed road, out of such of the lands north of St. Croix Lake or River as were embraced in the indemnity limits prescribed by the act of June 3, 1856. This it did by an express approval in 1872 of the contract of May 10, 1857, and by requiring the governor to carry into effect.

I am of opinion that the right thus recognized by the state should be enforced. But in giving effect to the claim of the Wisconsin Railroad Farm-Mortgage Land Company, it is not necessary, I

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think, to disturb the location of lands already made by the North Wisconsin Railroad Company. Upon this particular point, however, no final decision is now made. The Farm-Mortgage Company was not entitled to any specific sections of land, and its claim can doubtless be satisfied without disregarding the selection or location of lands by the North Wisconsin Railroad Company for road constructed. But, in this respect, the rights of those two companies can be more satisfactorily determined after a report by the master, to be hereafter made. And until the coming in of that report, the court also reserves for determination the right of the several parties other than the West Wisconsin Railroad Company and the Madison and Portage Railroad Company in the fund spoken of in argument as the trespass fund.

Some question has been made as to the precise extent of the grant under the two acts of Congress. We understand that it covers six sections in width on each side of the line, in the one case, and ten sections in the other, of lands in place, as they existed on the ground, so that if any of these sections were fractional, or, from any cause, were not full sections, the state could not make up the deficiency from lands in the indemnity limits, because, as to the lands in place, the act operates directly by specific description; but, when there was not land in place to meet the call of the grants, whether the deficiency was more or less, it was competent to supply it by sections from the indemnity limits. Or, if, as might happen, there were parts of sections of the lands in place excluded from the grants by the terms of the acts, it was competent to supply the deficiency from the indemnity limits by a similar legal subdivision of the land. It would seem to be impracticable to administer the trust on any other basis. In supplying deficiencies, it must be by sections, whether full or fractional, and by legal subdivisions. Deficiencies in place limits, caused by sales or pre-emptions previous to the location of routes, whether before or after the passage of the acts, may be supplied from the indemnity limits.

Although the Wisconsin Central Railroad Company has filed no cross-bill, and has only presented its claims by answer, it may not be improper for us to express an opinion upon the effect of the grant in the act of 1864, when there is a conflict or overlapping of lands granted to the different railroads as they approach Lake Superior, large quantities of land being thus granted by the act to different roads. These grants are made by the same law operating on the lands granted at the same time. The Wisconsin Central Railroad has completed its road to Ashland, on Lake Superior, a point not named in the act, but up to the present time, no road has been finished to Bayfield, or to the west end of Lake Superior, and, without the parties upon this question, we should be inclined to think that the different companies, as to all lands overlapping in the respective grants, must be considered tenants in common, without regard to priority of construction.

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I am not sure that I have touched upon every point in this complicated cause which is essential to the determination of the rights of parties. Nor am I quite sure that the recital of facts contained in this opinion is, in all respects, full and accurate. It would have been gratifying to me to have had more time than has transpired since the conclusion of the oral argument for the examination of the record and the consideration of the many difficult questions suggested by counsel. But the interest of parties seemed to require an early disposition of the cause, and I have not felt at liberty to postpone an announcement of my conclusions to such a time as would give me all the opportunity for careful deliberation which the large interests involved seemed to demand. I have been the more willing to pursue this course since counsel concurred in stating that the cause, however decided in this court, would be taken to the Supreme Court of the United States for final determination.

Upon the filing of this opinion in court, counsel will prepare an order dismissing the bill of complainant and the cross-bill of the West Wisconsin Railroad Company, and referring the cause to the special master with such directions as are consistent with this opinion and as will facilitate the final determination of all the remaining issues.

Third National Convention of Railroad Commissioners.

THIRD NATIONAL CONVENTION
OF
RAILROAD COMMISSIONERS.

The third general convention of the railroad commissioners of the several states, was called to order at the Clarendon Hotel, Saratoga Springs, N. Y., on Tuesday, June 10th, by Commissioner Briggs, of Massachusetts, chairman of the executive committee, who read the resolution passed at the Columbus convention in 1878, under which this meeting is held.

On motion of Commissioner Adams, of Massachusetts, Commissioner Williams of Michigan, was appointed chairman, and on motion of Commissioner Woodruff of Connecticut the secretaries of the state commissions present were appointed secretaries of the convention. The only secretary present was George T. Utley of the Connecticut board.

On motion of Mr. Adams the chair was requested to appoint a committee of three to ascertain and report at the afternoon session upon the order of new business, if any.

The chair appointed as such committee, Messrs. Adams of Massachusetts, Bonham of South Carolina, and Turner, of Wisconsin.

On motion of Commissioner Adams, adjourned until 4 P. M.

AFTERNOON SESSION.

On re-assembling in the afternoon, the roll of states was called, and the following commissioners were reported in attendance:

Connecticut — George M. Woodruff, John W. Bacon.

Illinois — George M. Bogue, John H. Oberly.

Massachusetts — C. F. Adams, Jr., A. D. Briggs, E. W. Kinsley.

Michigan — W. B. Williams.

Missouri — James Harding.

New Hampshire — Granville P. Conn, David E. Willard, Wm. A. Price.

South Carolina — M. L. Bonham.

Virginia — Thomas H. Carter.

Wisconsin — A. J. Turner.

In addition to the above commissioners, the following gentlemen

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Third National Convention of Railroad Commissioners.

were present: George T. Utley, secretary of the Connecticut board; Joseph H. Goodspeed, accountant of the Massachusetts board; S. F. Cook, deputy commissioner of Michigan; George E. Towne of Boston, Auditor of the Boston, Clinton, Fitchburg & New Bedford Railroad of Mass., and C. P. Leland of Cleveland, Auditor of the Lake Shore & Michigan Southern Railway.

On motion of Mr. Woodruff, the reports of committees appointed at the Columbus convention were deferred until Wednesday's session, owing to the non-attendance of several commissioners who were expected on later trains.

The special committee on the order of new business, through Mr. Adams, made the following report:

The committee appointed to consider the order in which business shall be conducted by the convention, and what new business, if any, should be brought before it, beg leave to report:

"After due consideration, they see no benefit likely to ensue from the discussion by this convention, or by committees appointed by it, of abstract questions relating to railroads, or of matters connected with our duties as commissioners, except where unity of action or legislation, or a similarity in policy among the several states is clearly desirable, and cannot otherwise be brought about. It seems, indeed, to your committee, very essential that the discussions and action of the convention should be strictly confined to practical questions of this character. These questions are obviously few in number, and as far as your committee are advised, they have been brought to the notice of the convention at its previous sessions, and have been referred to committees, which, it is understood, are now ready to report upon them. Under these circumstances your committee have to report that they are aware of no new business requiring the appointment of additional committees. We would therefore recommend that the convention proceed at once to the consideration of the reports of the committees appointed at its Columbus session, and after the same have been disposed of, unless other matters should be brought forward by individual commissioners, upon which action is desired, that an adjournment be had, subject to the call of an executive committee, either upon its own motion, or at the request of any State commissioner."

A vote to that effect is accordingly submitted:

Voted, That the present executive committee be continued with the same power for calling future conventions which were conferred upon it by the vote of the convention at its session of November 12th, 1878; and the records of this and previous sessions, certified by the chairman and secretaries thereof, be placed in their hands for safe keeping.

Voted, That said executive committee have authority to fill any vacancies which may occur in their number.

The report of the committee was accepted and adopted, and the resolutions passed.

Third National Convention of Railroad Commissioners.

On motion of Commissioner Bonham, the convention adjourned till 10 A. M. Wednesday.

WEDNESDAY'S SESSION.

The first business in order, was the report on a uniform system of accounts and returns. Commissioner Woodruff, chairman of the committee on that subject, presented the following report:

The undersigned, in behalf of the committee on book-keeping and accounts, appointed at the convention held at Columbus, Ohio, on the 12th of November, 1878, and of the railroad accountants who were requested to act with said committee, respectfully report:

That in pursuance of their instructions to prepare a uniform system of accounts and returns, this committee first issued a schedule for the consideration and criticism of those interested in the subject, and on the 24th of April last met in New York, with Messrs. Leland of Ohio, Shinn of Pennsylvania, Wilbur and Towne of Boston, railroad accountants, where a large number of communications from representative accountants were considered, and certain rules and a form of returns agreed upon, which, as finally amended and adopted at an adjourned meeting, held on the 10th inst., are herewith submitted, viz.:

RULES, ETC.

I. All liabilities (including interest accrued on funded debt) shall be entered upon the books in the month when they are incurred, without reference to date of payment.

II. Expenses shall be charged each month with such supplies, materials, etc., as has been *used* during that month, without reference to the time when they were purchased or paid for.

III. No expenditure shall be charged to property accounts, except it be for actual increase in construction, equipments, or other property, unless it is made on old work in such a way as to clearly increase the value of the property over and above the cost of renewing the original structures, etc. In such cases, only the amount of increased cost shall be charged, and the amount allowed on account of the old work shall be stated.

IV. Mileage of passenger and freight trains shall include only the miles shown to be run by distances between stations; allowances made to passenger or freight trains for switching, and all mileage of switching engines computed on a basis of eight miles per hour for the time of actual service, shall be stated separately.

V. Season-ticket passengers shall be computed on the basis of twelve (12) passengers per week for the time of each ticket.

VI. Local traffic shall include all passengers carried on local tickets, and all freight carried at local tariff or special local rates. All other traffic shall be considered through.

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GENERAL EXHIBIT.

Total income,	-	-	-	-	-
Total expense, including taxes,	-	-	-	-	-
Net income,	-	-	-	-	-
Interest on funded debt,	-	-	-	-	-
Interest on unfunded debt,	-	-	-	-	-
Rentals,	-	-	-	-	-
Balance applicable to dividends,	-	-	-	-	-
Dividends declared (per cent.),	-	-	-	-	-
Balance for the year,	-	-	-	-	-
Balance (profit and loss) last year,	-	-	-	-	-
Add or deduct various entries made during the year not included above (specifying same),					
Balance (profit and loss) carried forward to next year,	-	-	-	-	-

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

Construction and equipment (specifying same),	-
Other charges (specifying same),	-
Total charges,	-
Property sold or reduced in value (specifying same),	-
Net addition (or reduction) for the year,	-

ANALYSIS OF EARNINGS AND EXPENSES.

<i>Earnings:</i>					
From local passengers,	-	-	-	-	-
Through passengers,	-	-	-	-	-
Express and extra baggage,	-	-	-	-	-
Mails,	-	-	-	-	-
Other sources, passenger department,	-	-	-	-	-
Total earnings passenger department,	-	-	-	-	-
Local freight,	-	-	-	-	-
Through freight,	-	-	-	-	-
Other sources, freight department,	-	-	-	-	-
Total earnings, freight department,	-	-	-	-	-
Total transportation earnings,	-	-	-	-	-
Rents for use of road,	-	-	-	-	-
Income from others sources (specifying same)	-	-	-	-	-
Total income from all sources, -					
<i>Expenses:</i>					
Salaries, general officers and clerks,	-	-	-	-	-
Law expenses,	-	-	-	-	-
Insurance,	-	-	-	-	-
Stationery and printing,	-	-	-	-	-
Outside agencies and advertising,	-	-	-	-	-

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Contingencies,	-	-	-	-	-
Repairs, bridges (including culverts and cattle guards)	-	-	-	-	-
Repairs, buildings,	-	-	-	-	-
Repairs, fences, road-crossings, and signs,	-	-	-	-	-
Renewal rails,	-	-	-	-	-
Renewal ties,	-	-	-	-	-
Repairs, roadway and track,	-	-	-	-	-
Repairs, locomotives,	-	-	-	-	-
Fuel for locomotives,	-	-	-	-	-
Water supply,	-	-	-	-	-
Oil and waste,	-	-	-	-	-
Locomotive service,	-	-	-	-	-
Repairs, passenger cars,	-	-	-	-	-
Passenger train service,	-	-	-	-	-
Passenger train supplies,	-	-	-	-	-
Mileage, passenger cars (debit balance)	-	-	-	-	-
Repairs, freight cars,	-	-	-	-	-
Freight train service,	-	-	-	-	-
Freight train supplies,	-	-	-	-	-
Mileage, freight cars (debit balance)	-	-	-	-	-
Telegraph expenses (maintenance and operating)	-	-	-	-	-
Damage and loss of freight and baggage,	-	-	-	-	-
Damage to property and cattle,	-	-	-	-	-
Personal injuries,	-	-	-	-	-
Agents and station service,	-	-	-	-	-
Station supplies	-	-	-	-	-
Total operating expenses,	-	-	-	-	-
Taxes,	-	-	-	-	-
<hr/>					
Total operating expenses and taxes,	-	-	-	-	-

ASSETS AND LIABILITIES.

Assets.

Construction account,	-	-	-	-	-
Equipment account,	-	-	-	-	-
Other investments (specifying same),	-	-	-	-	-
Cash items:					
Cash,	-	-	-	-	-
Bills receivable,	-	-	-	-	-
Due from agents and companies,	-	-	-	-	-
Other assets:					
Materials and supplies,	-	-	-	-	-
Sinking funds,	-	-	-	-	-
Debit balances,	-	-	-	-	-
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Total assets,	-	-	-	-	-

Liabilities:

Capital stock,	-	-	-	-	-
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Funded debt, -	-	-	-	-	-	-
Unfunded debt, as follows:						
Interest unpaid, -	-	-	-	-	-	-
Dividends unpaid, -	-	-	-	-	-	-
Notes payable, -	-	-	-	-	-	-
Vouchers and accounts, -	-	-	-	-	-	-
Other liabilities, -	-	-	-	-	-	-
Profit and loss or income accounts, -	-	-	-	-	-	-
Total liabilities, -	-	-	-	-	-	=====

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE-SHEET.

Bonds guaranteed by this company or a lien on its road (specifying same).

Over-due interest on same, -	-	-	-
Other liabilities (specifying same), -	-	-	-

MILEAGE, TRAFFIC, ETC.

Mileage, passenger trains, -	-	-	-	-	-	-
Freight trains, -	-	-	-	-	-	-
Switching trains* -	-	-	-	-	-	-
Other trains, -	-	-	-	-	-	-
Total train mileage, -	-	-	-	-	-	=====
Miles run by passenger, mail, and baggage cars (north or east)†	-	-	-	-	-	-
Miles run by passenger, mail, and baggage cars (south or west)†	-	-	-	-	-	-
Miles run by freight cars (north or east)†	-	-	-	-	-	-
Miles run by freight cars (south or west)†	-	-	-	-	-	-
Number of season-ticket passengers, -	-	-	-	-	-	-
Number of local passengers (including season)	-	-	-	-	-	-
Number of through passengers, -	-	-	-	-	-	-
Total number of passengers carried, -	-	-	-	-	-	-
Mileage of local passengers (north or east)†	-	-	-	-	-	-
Mileage of local passengers (south or west)†	-	-	-	-	-	-
Mileage of through passengers (north or east)†	-	-	-	-	-	-
Mileage of through passengers (south or west)	-	-	-	-	-	-
Total passenger mileage, -	-	-	-	-	-	=====

* If any allowance is made to passenger or freight trains for switching, state the amount allowed to each here. Passenger trains, ——— miles. Freight trains, ——— miles.

† This division is not compulsory, and need only be given by companies so keeping their accounts.

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Number tons local freight carried,	-	-	-
Number tons through freight carried,	-	-	-
Total tons freight carried,	-	-	-
Mileage of local tonnage (north or east), †	-	-	-
Mileage of local tonnage (south or west),	-	-	-
Mileage of through tonnage (north or east), †	-	-	-
Mileage of through tonnage (south or west),	-	-	-
Total freight mileage,	-	-	-
Average weight of passenger trains,	-	-	-
Average number of cars in passenger trains,	-	-	-
Average weight of freight trains,	-	-	-
Average number of cars in train.	-	-	-
Average number of persons employed,	-	-	-
Length of road branches, sidings, etc.,	-	-	-
Names of officers and directors,	-	-	-
Corporate name of company,	-	-	-

SARATOGA, June 11, 1879.

Signed, GEORGE M. WOODRUFF, of Connecticut,
 A. J. TURNER, of Wisconsin,
 GEORGE M. BOGUE, of Illinois,
 THOMAS H. CARTER, of Virginia,
Committee.

C. P. LELAND,
 GEORGE E. TOWNE,
Accountants.

J. H. GOODSPEED, *Secretary.*

At this stage of the proceedings communications were received and read from Commissioners J. S. Marmaduke of Missouri, Wm. Bell, Jr., of Ohio, and W. R. Marshall of Minnesota, expressing their interest in the convention, and regretting their inability to attend this session.

The convention then resumed the consideration of the report just presented.

Mr. Adams said he supposed it was understood that the form presented was to serve as a basis for state reports, to which each state might add as they found desirable.

Mr. Woodruff replied, it was so understood, and the object was to find a form which could be complied with throughout the whole country. The different state laws required other particulars which would not change the character of the returns under the proposed form.

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Mr. Williams asked if the committee took into consideration the expense of moving loaded and unloaded cars, to which Mr. Woodruff replied they did not particularly.

Mr. Adams said that that information could be furnished whenever the commissioners of any state should call for it, as it was optional with them.

As a matter of information, Mr. Leland said that on the Lake Shore road, the average freight trains consisted of forty cars, of which 70 per cent. were loaded, and 75 per cent. of the freight moves eastward.

In answer to Mr. Williams, Mr. Woodruff replied that in Connecticut the movement of freight was mostly northward.

Mr. Williams said the form showed a division of expense between repairs of passenger and freight cars, but not for locomotives.

Mr. Goodspeed said it was not possible to obtain that information, to which Mr. Towne replied, that the mileage of the locomotives would enable one to obtain the information.

Mr. Leland thought his experience for ten years, in making out reports for six states, would justify him in believing that the form proposed would be satisfactory in nearly every state.

Mr. Adams asked if the committee had reason to suppose the railroad accountants present in New York would join in recommending this form for adoption.

Mr. Goodspeed replied that all but one of them had already agreed to it.

Mr. Towne said this form would give the important information of the expense of moving trains, information which has never yet been given by any railroad report. It touches a class of questions continually coming before the commissioners, and would give them an opportunity to dispute any mistatement which might be made.

On motion of Mr. Oberly, the report of the committee was unanimously accepted and adopted.

Mr. Adams, on behalf of the committee on the order of new business, offered the following resolution:

WHEREAS, It is an essential feature in any system of uniformity in accounts and returns of railroad corporations, that the returns made to the several states should be made at the same date and for the same period; therefore,

Voted, That, in the opinion of this convention, the 30th day of June is the most generally convenient date for the closing the yearly accounts of railroad corporations, and that it is hereby recommended for general adoption in all the states.

Voted, That the present committee on accounts be appointed to prepare a memorial on this subject, to be presented on behalf of this convention, to the legislature of the several states at their next sessions, and that, as Commissioners, we will use our best endeavors to secure a favorable consideration of the same.

Mr. Leland, speaking for the railroad companies, said the calen-

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dar year ending 31st of December was the most convenient, but if any change was to be made, the 30th of June would be the most satisfactory.

Mr. Adams said if the 30th of June was adopted, the commissioners would be able to have the reports in print and ready for distribution at the opening day of the various legislatures, which would be very acceptable over the plan now of necessity pursued.

Mr. Williams said the 31st day of December is the date adopted in Michigan, and some of the companies there had but just entered into that arrangement for their fiscal year. The assessment of the taxes of the roads is made in June, on the reports made for the year ending 31st of December, and for that reason he thought the 30th of June would not meet with a favorable reception in Michigan.

Gen. Bonham exhibited the form now in use in South Carolina, which was very meager, and stated, the companies they are required to make their report on 31st of October, and as the legislature meets the fourth Monday in November, they should need more time if the proposed form was adopted. He favored the 30th of June.

After further discussion, in which that date was favored by Commissioners Carter, Oberly, Woodruff, and Bogue, the resolutions were adopted.

Commissioner Turner offered the following resolutions, which were unanimously adopted:

Voted, That the thanks of this convention be tendered to the several railroad accountants, who have attended the meetings of the committee and this convention, and assisted us by their experience and council in preparing a form for a uniform system of accounts and returns.

Voted, That said accountants be invited to join in a recommendation of the new form to the railroad companies of the several states with the request that they keep their accounts in the manner prescribed, that they may be able to give the information contemplated by said form, adopted by this convention.

Mr. Adams, in behalf of the committee on taxation of railroads and railroad securities, presented the following report:

The committee appointed at the last convention of commissioners to examine into and report the methods of taxation, as respects railroads and railroad securities now in use in the various states of the Union, as well as in foreign countries, and further to report a plan for an equitable and uniform system for such taxation, at the next meeting of this convention, present the following preliminary report:

Shortly after the last convention of commissioners, your committee issued a circular and accompanying interrogatories, which were sent to all the state executives, and to a large number of the leading railroad corporations of the country. Through the courtesy of the State Department at Washington, the representatives of the

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national government at the principal capitals in Europe were also called upon for information on the railway tax systems there in use. As a result, some sixty answers were, in all, received, covering the various states of the Union, Canada, England, Belgium, Holland, Germany, Russia, Switzerland, and Austro-Hungary. An answer is still to be received from France. The information contained in these answers is much of it of great value, presenting a large body of facts bearing directly on a subject of general interest. Your committee therefore now present merely a preliminary report, giving the general results of their inquiry and the conclusions they have deduced from them, reserving a more elaborate presentation of the subject for another time.

As respects the systems of railroad taxation now in use, the answers received by your committee show very conclusively that they are more varied than had been anticipated, or than would be supposed to be possible. It may be said that there is no one principle running through the various systems described; and further, that there is no method of taxation possible to be devised which is not at this time applied to railroad property in some part of this country. So far as those now well recognized principles which should be at the basis of all systems of taxation are concerned, they would as a rule seem to have been utterly ignored. In two adjoining states, for instance, with roads belonging to one company operating in both, will be found on one side of the line a system simple, direct, equitable, imposing a moderate and fixed burden from which there is no escape, while on the other side of the line, the whole subject is still involved in that original crudeness, with guess-work for its only basis, which marks all those patch-work systems of taxation which have been improvised since 1835 to meet the growing needs of state and local treasuries, without any regard to principle or study of the subject, on the theory, popular but fallacious, that any one knows enough to impose taxes. In certain states, the railroads are apparently looked upon as a species of wind-fall from which everything which can be exacted in the way of taxation is so much pure gain. In other states they escape with very slight and wholly disproportionate burdens. The franchise tax, the gross and net earnings tax, the personal property tax, the realty tax, are all met with indiscriminately; applied sometimes by local boards, sometimes by boards of state equalization, but almost invariably in utter disregard of any principle. A more striking, and in some respects discouraging example of general confusion as regards an important matter of fiscal legislation could hardly be imagined. This will more clearly appear from the condensed statement of the several systems now in use, which the committee propose to incorporate in their complete report.

The conclusions reached by this committee as the result of their investigations can be very briefly stated. The requisites of a correct system of railroad, as of other taxation is, that it should, in so

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far as it is possible, be simple, fixed, proportionate, easily ascertainable and susceptible of ready levy. Very few of the systems now in use were found to have any of these features. So far from being fixed, they are most of them extremely arbitrary and fluctuating. Neither are they proportionate, as in some cases the measure of valuation is the market price of securities; in others, the arbitrary estimates of appraisers; in yet others, gross receipts; and in others, local assessment. That the tax should be almost impossible of ascertainment under these circumstances does not need to be said. As to being susceptible of ready levy, any tax assessed on and paid by the railroad corporation must be that, but it would appear that a large portion of the taxes now levied must either be evaded or else are in the nature of double taxation, for the securities on which they are levied are in the eye of the law personal property, assessable at the residence of the owner. Local taxes paid by the corporation in one state do not affect these securities if held in another, and they are thus subject to an additional levy, the amount of which must depend upon the honesty of the holder of property or the astuteness of local tax gatherers. The conclusion at which your committee arrived was that all the requisites of a sound system were found in taxes on real property and on gross receipts, and in no others, — in fact that when these were properly imposed no other taxes were or could be necessary, as nothing would escape untaxed. Under this system the real estate of the railroad corporations held for corporate uses outside of their right of way would be locally assessed exactly in the same way as the real estate of private persons or of other corporations adjoining it was assessed. There would be no distinction made in regard to it. It is the ordinary tax on real property. Beyond that a certain fixed per centage, established by law and of general application should be assessed on the entire gross earnings of the corporations, and this should be in lieu of all forms of taxation on what is known as personal property. Under this system the rolling stock of the corporation would not be assessable in its own hands, nor its securities, whether stock or bonds, either indirectly through the corporation or directly in the hands of those owning them. The entire burden, be the same more or less, would be imposed in one lump on the corporation and levied directly. It does not need to be pointed out that this system is perfectly simple; that under it taxation is fixed by a general law and not by local valuations; that it is thoroughly proportionate, inasmuch as the amount levied depends on the amount of gross receipts; finally, it can be ascertained by any one, and it can by no possibility be evaded.

The apportionment of a levy on gross receipts among the several states through which a single railroad may run, is in this country undoubtedly attended with much difficulty, and the committee have given careful consideration to the subject. The conclusion at which they have arrived is that it should be made a matter of

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mutual understanding among the states, and that, as the levies had to be independent, they should be apportioned according to mileage. That is, the real property of the corporations being assessed where situate — the terminal grounds at New York and Chicago at those points and on the basis of valuation there in use, and other grounds also where located and at the valuations, whether business or agricultural, of those locations — the realty being thus disposed of, the entire gross earnings of the corporations should be subject to assessment by each state through which its road might run in the proportion which the miles of road in that state bear to its whole number of miles. The percentage of the levy would then be greater or smaller, according to the law of the state, but the proportion of the whole amount upon which the levy was to be made would be fixed, and always easy of ascertainment.

The disposition to be made of the tax thus levied when paid into the hands of the state authorities — whether it should be retained in the state treasury or distributed among localities, either those through which the road might run, or those in which the holders of its securities resided — would be matter for adjustment by legislation. The disposition to be made of a tax in no way affects the question of the proper mode of levying it. In their full report, however, the committee will present the methods now in use on this subject, and offer some suggestions as to any improvements which might be made in them.

Finally, the committee will say that of all the systems of taxation examined by them, those in use in England, among the countries of Europe, and in Michigan and Wisconsin, among the states of the Union, seem to them most intelligent and in conformity with correct principles. The Michigan and Wisconsin systems would seem to be especially commendable. The systems in use in many of the older states, on the contrary, and notably in the states of Massachusetts, New York, Pennsylvania and Ohio, are very cumbersome and present hardly any features worthy of study or imitation. The subject is one which evidently has in this country received very little mature consideration. It is one also which, in view of the influence and direct interest of the railroad corporations, ought not to be difficult of adjustment on correct principles. To such an adjustment your committee have hopes that the more elaborate report they now have in preparation, and of which the points only are here submitted, will materially contribute. They would, therefore, ask that the conclusions thus generally stated may be accepted by the convention, and that permission be given them to report hereafter more at length and in print.

C. F. ADAMS, JR.,
W. B. WILLIAMS,
J. H. OBERLY,
Committee.

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On motion of Mr. Bogue the report was accepted and, at its request, the committee was given time to make a detailed report, which Mr. Adams said he would try to have printed by November 1st.

On motion of Mr. Oberly the Commissioner of Michigan was appointed a committee to print in pamphlet form the proceedings of the conventions of 1875, 1878, and 1879 — the number to be furnished each commission to be determined by the action of each.

The secretary was instructed by vote to furnish a copy of the proceedings of this convention to each of the railroad journals of the country.

Adjourned till 4 P. M. to await the arrival by mail of a report from Commissioner Marmaduke of Missouri, on "The true status of the railroad corporation in the body politic," but on reassembling at 4:50 P. M., the document had not been received, and it was voted that when received it be delivered to the executive committee subject to the order of Gen. Marmaduke.

Adjourned to meet again at the call of the executive committee Commissioners A. D. Briggs of Massachusetts, James Harding of Missouri, and Wm. Bell, Jr. of Ohio.

(Attest.)

W. B. WILLIAMS, *Chairman*,
GEORGE T. UTLEY, *Secretary*.

HARTFORD, June 14, 1879.

Following is the draft of law recommended by the committee:

DRAFT OF LAW.

SEC. I. Every corporation, person or association owning or operating any railroad or any portion thereof in this state shall on or before the — day of — in each year pay to the State Treasurer an annual tax upon the gross receipts of said railroad, computed in the following manner, viz.: Upon all gross receipts not exceeding — thousand dollars in amount per mile of road actually operated, — per cent. of such gross earnings; upon such gross receipts in excess of — thousand dollars per mile so operated, — per cent. thereof, which shall be in lieu of all other taxes upon the property, capital stock or evidences of indebtedness of such corporations, except such real estate as lies outside of the location for a right of way exclusively, not exceeding — rods in width.

SEC. II. The real estate lying outside of such location, shall be liable to taxation in the same manner as other real estate in the same place.

SEC. III. When a railroad lies partly within and partly without this state, there shall be paid into the state treasury such proportion of the tax imposed by the first section of this act, as the length of its operated road in this state bears to the whole length thereof.

Memorial.

MEMORIAL

LOOKING TO UNIFORM RAILROAD BOOK-KEEPING AND OFFICIAL RETURNS.

To the Legislatures of the various States of the Union:

GENTLEMEN — At a meeting of Railroad Commissioners held at Columbus, Ohio, on the 12th day of November, 1878, it was voted that a committee of five be appointed to mature a form of returns and system of uniform railroad book-keeping, so far as the same is practicable, and that the said committee be instructed to invite the co-operation of the leading railroad accountants of the country in the performance of this duty, and that they report at the next meeting of this convention. This was the first general attempt to unite in this work the authority requiring such returns and the corporations by whom they were to be made, and the universal approval with which it was received was alike an indorsement of its correctness and a guaranty of its success. The committee and accountants prepared a schedule, which, while calling for nothing more than any railroad company ought to be able easily to furnish, will enable any one, whether investor, student, or legislator, to determine for himself many of those matters which are essential to intelligent action.

This schedule was approved at the meeting of the commissioners holden at Saratoga, on the 10th of June last, as the basis upon which the returns in all the states should be made. It was, however, the general sentiment of the convention that the advantages of agreement in the *form* of the returns would be but partially realized, unless uniformity in the *time* of making them was also secured; and after full discussion it was voted: "That in the opinion of this convention, the 30th of June is the most generally convenient date for closing the yearly accounts of railroad corporations, and it is hereby recommended for adoption in all the states." It was also voted: "That the present committee on accounts be appointed to prepare a memorial on this subject, to be presented, on behalf of this convention to the legislatures of the several states, at their next sessions, and that, as commissioners, we will use our best endeavors to secure a favorable consideration of the same."

The expression of the convention we believe to be the universal

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sentiment of those interested in the subject in any capacity. To require that the railroad companies make their returns at a uniform time and in a uniform manner, we believe to be the most important step toward acquiring correct and exact information in regard to this greatest material interest in our country.

In accordance therefore with the vote above quoted we, as the committee therein referred to, recommend the passage of such enactments as will fix the close of the fiscal year for railroad corporations on the 30th of June.

GEO. M. WOODRUFF,
Of Connecticut.

GEO. M. BOGUE,
Of Illinois.

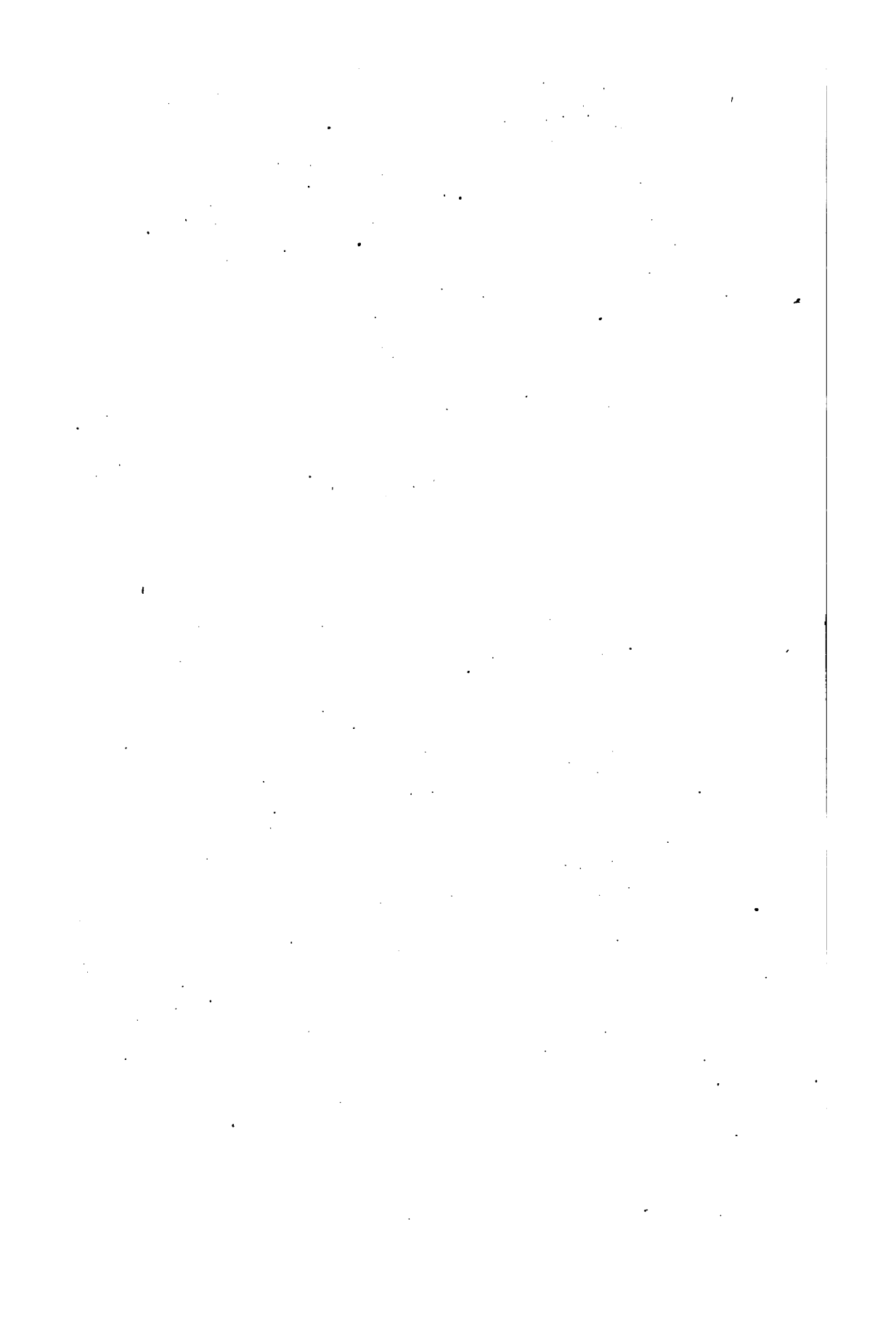
THOS. H. CARTER,
Of Virginia.

M. C. WOODRUFF,
Of Iowa.

A. J. TURNER,
Of Wisconsin.

Committee.

DATED Nov. 1, 1879.

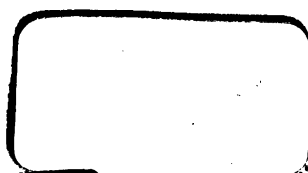




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